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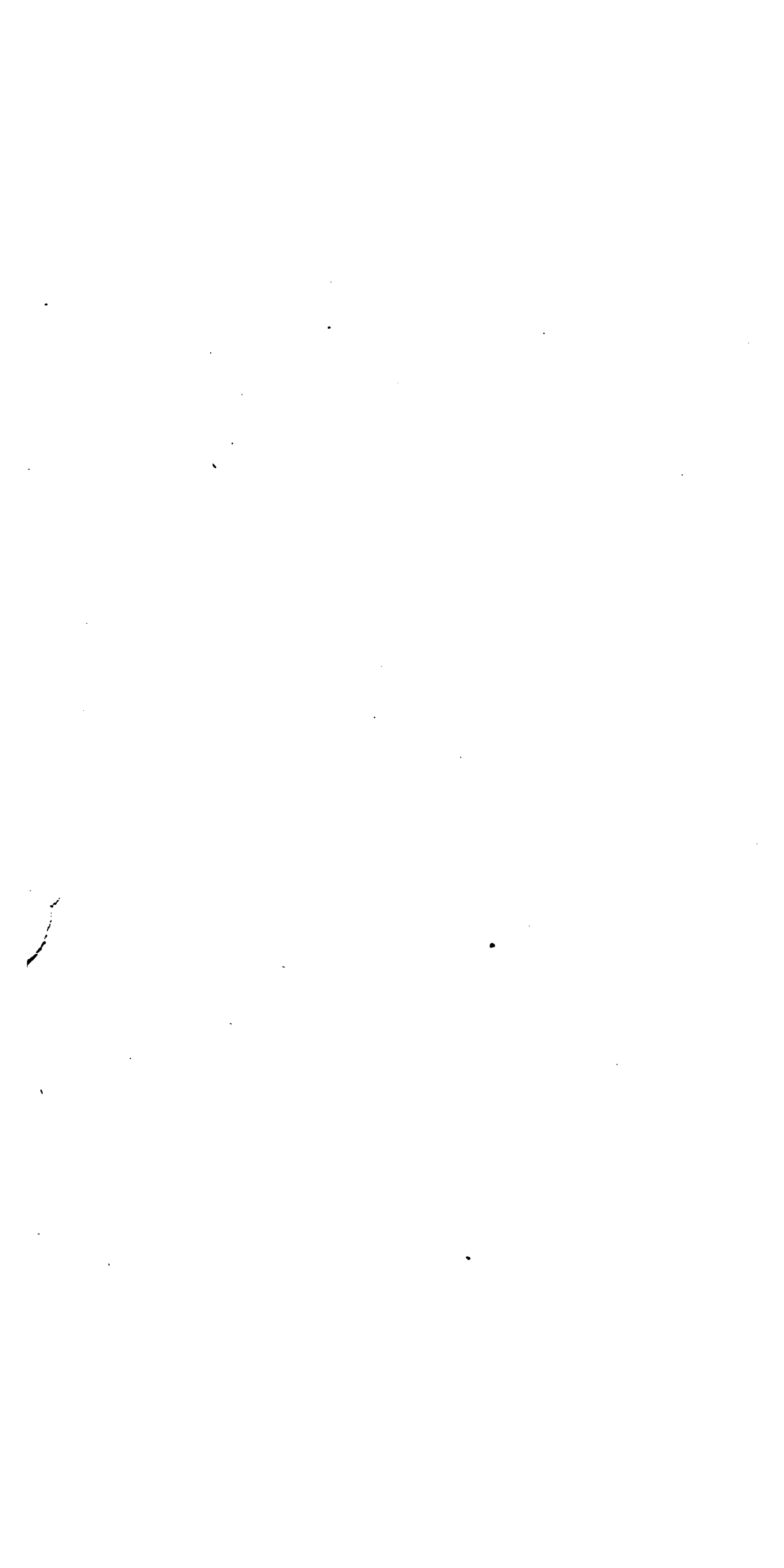
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OUR FIREMEN.

OUR FIREMEN:

THE OFFICIAL HISTORY

OF THE

BROOKLYN FIRE DEPARTMENT,

FROM THE

FIRST VOLUNTEER TO THE LATEST APPOINTEE.

COMPILED FROM THE

RECORDS OF THE DEPARTMENT.

ILLUSTRATED WITH ETCHED PORTRAITS AND SCENES.

BROOKLYN, N. Y.

1892.

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PREFACE.

THE story of the Brooklyn Fire Department is a part of the municipal history of Brooklyn. But little more than one hundred years after its settlement, a Volunteer Fire Company came into existence, and the evolution of the Fire Department from this primitive beginning to the perfected organism of to-day, has been coincident with the development of the city from a Colonial hamlet to the proud position it now occupies among the cities of the United States.

This work has been prepared in full sense of the scope, dignity and importance of such an undertaking. Original sources have been drawn upon wherever possible and no effort of verification has been spared. Such authorities as were accessible have been used with discretion, but the history is principally contemporaneous, and its narrative founded upon facts gathered by conscientious research, will be found as novel and engrossing as it is authentic.

Wonderful, in truth, is the story!—of continuous energy, skill and devotion on the part of the Department, of unremitting public spirit and appreciation on the part of the people, and of final achievement which has placed the organization in the first rank and justified the honest pride of the citizens of Brooklyn.

Thanks are due to all engaged in this production, and to many prominent among their fellow-citizens for the constant and cordial co-operation they have given in the preparation of this work. Without such generous aid the difficulties would have been almost insurmountable, and the results far less satisfactory and complete.

“OUR FIREMEN” is presented with considerable confidence, as an accurate and comprehensive history, in the hope that it will be found to be such by those who have occasion to refer to it, as well as that the reader will appreciate the labor and difficulties involved in producing such a work.

BROOKLYN, 1892.

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PHOTOGRAPHS FROM THE STUDIO OF MR. CHARLES E. BOLLES,
AT FULTON AND CLARK STREETS, BROOKLYN.



BROOKLYN'S FIRST FIRE ENGINE—"WASHINGTON NO. 1"—1785.
(See page 25.)



CHAPTER I.

EARLY BROOKLYN AND ITS VOLUNTEER FIRE DEPARTMENT.

SETTLEMENT BY THE DUTCH IN 1636—WALLABOUT, GOWANUS, "THE FERRY," AND BREUCKELYN—THE VILLAGE CHARTERED—BROOKLYN IN THE REVOLUTION—FIRE ACT OF 1768—FIRST FIREMEN APPOINTED, 1772—FIRST FIRE COMPANY, 1785—THE FIRST ENGINE—FIRST FIRE DEPARTMENT ORGANIZED, 1788—CHIMNEY-INSPECTORS—THE SECOND ENGINE—INCREASE OF THE DEPARTMENT—THE FIRE-BELL—VILLAGE INCORPORATED 1816, AND NEW COMPANIES ORGANIZED—JOHN DOUGHTY, THE FIRST CHIEF ENGINEER—BANNER PRESENTATION, 1826—THE CITY INCORPORATED, 1834—CONSOLIDATION ACT, 1855—FIRE COMMISSIONERS APPOINTED, 1857.



THREE-QUARTERS of a century after the settlement of New Amsterdam by the Dutch, the West India Company organized a systematic scheme of colonization; and among those who responded to their invitation to come to America were the "Walloons," so-called to denote their foreign origin (*Waalsche*) by their neighbors in Holland, whither they had come from France among the persecuted Huguenots. They had previously applied to the English for permission to emigrate to Virginia, but had been refused, and they gladly turned their faces toward New Amsterdam, in the New World.

It was largely from among the Walloons that the first settlements in the future Brooklyn were peopled; but the first grant of land within its limits was made in June, 1636, to Jacob Van Corlear, one of Director-General Van Twiller's lieutenants, who shared his chief's fondness for real estate speculation, for which their official position afforded them opportunity. His purchase, made from the Indians, was of an extensive

tract at "Castateuw, on Seven-hackey, or Long Island, between the Bay of the North River and the East River." Andries Hudde and Wolfert Gerritsen secured adjoining property, and Van Twiller himself soon after bought other acres. But the first house built was erected on the site afterwards occupied by the old Schermerhorn mansion, (on the present Third Avenue, near Twenty-eighth Street,) by William Adrianse Bennet, who soon became the sole owner of a tract originally purchased by himself and Jacques Bentyn—930 acres on Gowanus Bay—also in 1636, and erected a residence on it.

In June, 1637, Jansen de Rapalie bought a farm on Wallabout Bay, on a part of which now stands the United States Marine Hospital, and by 1654 the settlement thus founded was increased by so large a proportion of the Walloons as to lead to its being called the "Waal-Bogt," (Wallabout) or the "The Bay of the Foreigners."

By 1642 a ferry had been established between Peck Slip on the other side of the river and the foot of the present Fulton Street, and the settlement that soon grew up near it became known as "The Ferry."

The Gowanus and Wallabout settlements are regarded as constituting the original centres from which the community gradually spread, until, in the course of two and a half centuries, there had grown up from these isolated farmer-settlements the great city of to-day. But other settlements were made so nearly at the same time with those mentioned, that they really formed a part of the original nucleus of Brooklyn. Besides "The Ferry," there was one of these to which we owe the name of our city. The Dutch farmers from the New Amsterdam came across the river and laid out their plantations in the region now bounded by Fulton, Hoyt and Smith Streets. This settlement they called "Breuckelen," after a town in Holland, dear to the memory of many of them, situated about eighteen miles from Amsterdam. Thus the new Breuckelen and the New Amsterdam, like their prototypes, were near neighbors. In an interesting account of a visit to old Breuckelen, in Holland, written by the late Henry C. Murphy, and printed in the *Brooklyn Eagle* of September 12, 1859, the name is said to be descriptive of the character of the land on which the town is built, and signifies "marsh-land." By the older inhabitants of this city, the similarly marshy character of the ground on Fulton Street at the point described is still remembered; it was the bed of the valley which received the drain of the hills on either side of it from Wallabout to Gowanus Bay, and was marshy and springy. In the Dutch chronicles of the Dutch Breuckelen, (originally pronounced *Brurkeler*,) there are found as many varieties of spelling as in the colonial and county records of its New World namesake; but the final form of the name in this country, settled on about the end of the last century, retains the significance of the early name, and Brooklyn as well as Brookland—one of the recorded forms—sufficiently conveys the idea of the marsh or brook-land. But

Breuckelen, Gowanus, Wallabout and The Ferry were in the beginning distinct settlements, and it was not until after the British occupation of New Amsterdam, (which in consequence became New York, in 1664,) that the name of Brooklyn was made to cover the whole community.

It had been recommended in the "Code of General Instructions," issued by the West India Company's Chamber of Accounts, which directed the Provincial Council's efforts to colonize the new territory, "that they do all in their power to induce the colonists to establish themselves on some of the most suitable places, with a certain number of inhabitants, in the manner of towns, villages and hamlets, as the English are in the habit of doing." In pursuance of this advice, the settlers on Long Island, in 1646, petitioned the Colonial Council for permission to "found a town at their own expense," which was granted in June of that year by a commission from the Council, appointing Jan Evertsen and Huyck Aertsen as Schepens or Magistrates, "to decide all questions which may arise as they shall deem proper," and charging "every inhabitant of Breuckelen to acknowledge and respect the above-mentioned Jan Evertsen and Huyck Aertsen as their Schepens, and if any one shall be found to exhibit contumaciousness toward them, he shall forfeit his share." In the following winter, Jan Teunissen was appointed Schout or Constable.

In 1660 some petitioners from Wallabout were permitted to settle at the "Keike," or Lookout, at the foot of South Fourth Street, there founding the nucleus of the Eastern District.

Following closely on the occupation by the British, Long Island and Staten Island were constituted a shire, named Yorkshire, in honor of the Duke of York, the town of Brooklyn was established, a confirmatory patent being granted, in 1667, by Governor Nichols, and the town laws were reformed to harmonize them with the constitution of English town laws, in place of those of the Dutch. Later in the century the name of Long Island was changed to the "Island of Nassau," but the name never went into general use, and though never explicitly repealed, became obsolete, except so far as it is reflected in some of the local names still remaining, as in the streets and commercial companies.

The inhabitants of Brooklyn submitted to the new-comers, and very generally took the oath of allegiance to Great Britain. The history of the town continued on the uneventful course of an agricultural community, sharing the common experience with hostile Indians, to be sure, and taking their turn at cheating, abusing, fighting and appeasing them; but in general, living that happy life which makes no figure in history. In 1669, Brooklyn was referred to as one of "two villages of little moment," and for many decades it continued to justify the designation. The first church (Dutch Reformed) was erected in 1654 at "Midwout," (Flatbush,) and services were held there

and in New Amsterdam on successive Sundays, until 1700, when Brooklyn obtained a pastor of her own, and Dominie Selyns was installed.

Brooklyn's part in the Revolutionary war was an important one, but cannot receive just attention here. Her citizens contributed of their means, services and men, to the defence of the common liberties, and the town became the scene of the important Battle of Brooklyn, which resulted in the occupation of Long Island by the British throughout the war. Although the inhabitants found the intruding military to be efficient guardians of the peace, and ready to amuse, and be amused, after the fashion of troops encamped in a town, the condition of the town after the war, from pillage and wanton destruction, was deplorable, and the tragedy of the wretched "Prison Ship" in Wallabout Bay, is commemorated to this day in the tomb of the 11,500 martyrs in the heart of the city.

Brooklyn was incorporated in 1816, by which time the scattered communities of the earlier day had grown toward each other and joined hands in the building up of a great and prosperous metropolis, which from that time began reaching forth and covering into its limits the outlying towns and villages, until the city of to-day, and its industries, residences, public buildings and varied interests, constitute one of the vastest and most valuable trusts ever placed in the safe-keeping of a Fire Department, such as it is the purpose of this work to chronicle and describe.

There is no mention in the very early records of any fires or the means for preventing or extinguishing them, though possibly we may infer that when, in 1661, Carel de Beauvois was appointed schoolmaster to the village, and there were added to his scholastic duties those of grave-digger, chorister, clerk, and bell-ringer, if it was necessary to call the villagers from their houses or from their fields for common defence against fire or against a living foe, it was his bell that summoned them; but the fires that may have occurred during the first century and a-half, and the individual and combined efforts to subdue them, are not chronicled. The first record of any organized move in this direction is of a meeting that was held on April 7, 1772, for the selection of six firemen, chosen for the protection of the village, in conformity with an act passed by the Legislature, "for the more effectual extinguishment of fires near the Ferry, in the township of Breucklin, in Kings County, passed the 31st day of December, 1768." At this meeting the choice fell on Joseph Sharpe, John Crawley, Mathew Gleaves, Joseph Pryor, John Middagh, and William Boerum. The year 1785 saw the organization of the first fire company. A meeting of Freeholders and inhabitants was held at the house of Widow Margaret Moser, near the Ferry, an inn which was a common resort for meetings of various sorts for the residents. The members of the company commissioned for one year were Henry Stanton, captain; Abraham Stoothoof, John Doughty, Jr., Thomas

Havens, J. Van Cott and Martin Woodward. For the purchase of an engine, it was voted to raise by tax the sum of £150, and one was ordered from Jacob Roome, of New York, who had just begun the manufacture of engines in America, all previous engines having been imported from England. This first engine was a very primitive sort of water-tank—a wooden box, eight feet long, three feet wide, and two and a-half feet deep, holding 180 gallons of water, which was poured into it from buckets, filled at wells and cisterns—there being at that time no provision for procuring water by suction. A condensing-case rose from the middle of the box, three feet high, and the arms were placed lengthwise of the engine, with handles at which four men could work the pump on each end—eight men in all. There was no hose, but a goose-neck elbow at the top of the condensing-case, to which was attached a six-foot pipe with a three-quarter inch opening at the nozzle. Through this pipe, slanted toward the fire, a stream could be thrown sixty feet. This cumbersome “tank” was drawn to fires on its wooden block-wheels by means of a single rope, without a reel, and was guided by a short tongue. This crude affair was christened “Washington, No. 1,” and the company from which it took its name has continued under successive reorganizations to this day. The organization effected at the meeting referred to was completed by the adoption of rules and regulations governing the duties of the firemen, which also provided for a regular inspection and practice play on the first Saturday in each month.

The term of the firemen's service was fixed at one year, and they were chosen annually in town-meeting; and as the office was regarded as one of honor and respect in the community, there was an annual competition for the privilege of serving. On April 14, 1786, Henry Stanton was re-elected captain, and the following were chosen firemen: John Doughty, Jr., Abraham Stoothoof, Anthony Remsen, John Garrison, John Van Nostrand and James Leverich. A year later, the number of firemen having been increased from seven to nine, all the above except Stoothoof and Remsen were re-elected, and in addition Joseph Carwood, George Stanton, Thomas Havens and Thomas Bowrans, Henry Stanton remaining captain. At this meeting also provision was made for the accumulation of a regular fund to meet the expenses of the company, each fireman being compelled to take out a license, for which he paid into the treasury the sum of four shillings. At this time, the firemen had little to attract them besides their interest in their work and the honor of being members of the Department. They had no special privileges, and no exemptions from any of the duties laid upon other citizens.

The efficiency of the organization during three years demonstrated its value; and the immunity of property from fire with this slight equipment, together with the example of New York's Fire Department, with its fifteen companies and legislative permission to enroll three hundred men, caused Brooklynites to regard the extension of their

Fire Department as a necessity. As a beginning toward this end, a meeting of the inhabitants was held in 1788, and a petition was forwarded to the Legislature for a formally organized Department, with privileges similar to those granted to New York. The resulting act of the Legislature, passed March 15, 1788, fixed the fire limits for "the freeholders and inhabitants of the town of Brooklyn, in Kings County, residing near the ferry, within a line to begin at the East River, opposite to and to be drawn up the road that leads to the still-house, late the property of Philip Livingston, deceased, [the present Joralemon Street,] and including said still-house and the other buildings on the south side of the same road, to and across the road leading from Bedford to the ferry, [now Fulton Street,] south of the house of Matthew Gleans, and from there northwesterly, including all the houses on the east side of the road last-mentioned, and east of the powder magazine of Comfort and Joshua Sands, and from thence down the East River to the place of beginning." And the inhabitants of the district described were authorized to appoint annually at the town-meeting eight able and sober men residing in the limits aforesaid, to have the custody, care and management of the fire-engine or engines, and the other tools and instruments. These men were to be officially designated as the "Firemen of Brooklyn," and were to be ready at all times, day and night, to manage, work and exercise the same fire-engine or engines, tools and instruments, and to be subject to such rules, orders and regulations as the freeholders and inhabitants of the town should impose. By way of remuneration, as well as in order to secure their service in case of fire, these firemen were exempted from serving as overseers of highways or as constables, from jury duty and inquests, and from ordinary militia duty. The enrolment of firemen in the town book and their certificates of appointment were to be sufficient evidence of their right to exemption. These exemptions rendered the position of fireman even more desirable than it had been before, while the dignity attaching to service in a Department duly organized under the laws of the State gave it additional *éclat*. Provision was made in the act for raising the funds necessary for the expenses of the Department now in the same manner and at the same time as the poor fund.

The extension of the Department under this act was very slight; but the legislative establishment was a decided gain, and the town authorities were greatly benefited by this beginning of a duly constituted Department which could expand as the requirements of the future might require. The men chosen as firemen at the first town-meeting held after the passage of this act, on April 1, 1788, were: Stephen Baldwin, captain; Benjamin Baldwin, Silas Betts, Thomas Havens, Joseph Stevens, Gilbert Van Mater, John Doughty, Jr., and John Van Cott.

The most common cause of fires in those days was foul chimneys, and under the powers conferred on them by the act of 1788 the freeholders, in 1789, instituted the office of fire or chimney-inspectors. It was made the duty of these officials, of whom

there were two, annually chosen, to inspect the chimneys in the fire district every six weeks, with authority to order foul chimneys cleaned and imperfect chimneys cemented within six days after notice, on penalty of ten shillings fine for neglect of such order. And, to make the order self-operative with the easy-going citizens of that day, it was further provided that if a chimney should take fire and blaze out at the top, the owner or occupant of the building should be fined twenty shillings with costs of suit. This acted like a charm. The fact of a fire brought its fine, and no assertion that the chimney was clean could stand before such evidence of the real state of the case. So completely did this rule effect what it was designed for, that during the following year no persons were fined for foul chimneys though the inspectors first appointed under the rule, namely, John Van Nostrand and Jacob Sharpe, seem to have been vigilant and faithful.

In 1789 the firemen, too, were brought under a rather more strict control. At the annual meeting of this year it was resolved "that the firemen shall meet on the first Monday in every month, at an hour before sunrise, under the fine of four shillings for every neglect." This action was found to be necessary on account of the lax attention to their duties to which the firemen had become habituated under the infrequency of fires, and they were in danger of regarding their positions as places of honor without corresponding responsibilities. The consequence was that they turned up at the engine-house only on the occasion of a fire, and it not infrequently happened that their apparatus, through neglect, was not in a condition for effective use. Their presence at the engine-house at least once a month secured their adherence to the principle, "In time of peace, prepare for war"—which in their case meant, "In time of quiet prepare for fire"—and it also brought them together in that social intercourse which has proved so valuable an element in the history of the volunteer fire organizations of this country, developing a spirit of comradeship of the highest utility in a service where men are called on to work together in the presence of danger, and sometimes to risk death for each other.

Those who were distinguished by being chosen as firemen during the very early years, when the honor was the most coveted, were :

1789—John Van Nostrand, captain; Theodorus Hunt, Nehemiah Allen, John Doughty, Jr., John Dean, Daniel Hathaway, and Joseph Carwood.

1790—John Van Nostrand, captain; Thomas Everitt, David Dick, Burdette Stryker, Nicholas Allen, Peter Cannon, Abiel Titus and John Garrison.

1791—John Van Nostrand, captain; Thomas Everitt, John Garrison, William Furman, John Doughty, Jr., David Dick, Thomas Place and Nicholas Allen.

1792—John Van Nostrand, captain; John Garrison, Nicholas Allen, Burdette Stryker, John Doughty, Thomas Everitt, Abiel Titus and Benjamin Dick.

1793—John Van Nostrand, captain; John Garrison, Nehemiah Allen, Burdette Stryker, John Doughty, Thomas Everitt, Abiel Titus and Theodorus Hunt.

The recurrence of the same names at these repeated elections, yet with annual changes, so that the ranks of the firemen were seldom identical one year with another, indicates that while in the main the inhabitants availed themselves of the experience of the firemen who had already served, there was such competition for the places that a certain degree of rotation in office was the established rule. Little by little the restrictions of new rules were imposed on the firemen, and that a high degree of discipline was not maintained is evidenced by the fact, that as late as 1791 it was found necessary to uphold the authority of the captain of the company by imposing a fine of two shillings for absence from duty in defiance of the orders of that officer.

It was not wholly on the efforts of the firemen that the community relied for the extinguishment of fires. Then, as later, it was the custom for all good citizens to lend a hand in these emergencies, forming a line from the engine to the nearest well and passing water to the engine in buckets, of which twenty-four, the property of the town, were kept at the engine-house, which stood on a lane leading off from Front Street, near the present Fulton Street, then known as the Old Ferry Road. It was a very small territory that these primitive firemen had to protect. The entire district comprised in the fire limits contained only seventy-five buildings, all between Henry Street and the Ferry, and these were occupied by not more than three hundred and fifty persons, including about one hundred slaves—fifty-five families altogether. In a district so sparsely settled and slightly built up—all outside of it being open country—there was naturally little call on the firemen for active duty and notwithstanding the regulations requiring the men to report at intervals at the engine-house and keep their apparatus in good order, the general disuse into which the engine fell did more to deteriorate it than almost any amount of lively running and operation. So it became apparent, in 1794, that a new engine must be obtained to replace the old one, and at the town-meeting of that year it was decided to raise a fund by subscription for the purchase of a new machine. It took seven months to raise the money; but during that time the sum of £188 19s. 10d. was obtained, and with that amount at his disposal, the president of the Village Trustees, Joshua Sands, ordered of Hardenbrook, the builder in New York, a new and more powerful engine, embracing all the improvements of the day. In about four months this engine was delivered, and was put to a public test in the presence of the inhabitants, called together in special meeting for the purpose, and its performance was so satisfactory that it was by vote approved and accepted. On this occasion a new office was created, that of treasurer of the Fire Department, and John Hicks was chosen the first incumbent of the office.

After a few years' operation under the then existing charter, it became apparent that it would be necessary to extend the fire limits; and steps were taken toward that successive enlargement of the field of operations which has gone on ever since, as the city, year after year, outgrew the provisions that had been made for its protection. A petition was sent to the Legislature, in pursuance of which an act was passed, on March 24, 1795, enlarging the fire limits, authorizing the increase of the number of firemen to thirty, and confirming the town's action in creating, the year before, the offices of treasurer and clerk of the Fire Department. The town authorities were also empowered to require the inhabitants to supply themselves with fire-buckets, and to fine them for omission to do so. These provisions were incorporated in the action of the town at the next annual meeting in April of that year, at which the full number of thirty firemen was chosen, and each householder or owner was ordered to supply himself with two fire-buckets, under a penalty of ten shillings for failure to do so. The consequence was that over one hundred buckets were added to the facilities the town had for fighting fire, one-half of which were in the hands of private persons and the rest were among the apparatus of the Fire Department. The extent of the fire limits was now such that the earlier expedient of communicating the outbreak of a fire by word of mouth was no longer sufficient, and the need of a fire-bell was obvious. The funds for the purchase of such a bell were procured by a subscription authorized at the town-meeting of 1796, and the sum of £49 4s was raised, which was put into the hands of the clerk of the Department, with instructions to get as big a bell as the money would pay for.

Then came the interesting question as to where the bell should be hung. The desire to be aroused from peaceful slumbers, even in so exciting an event as an alarm of fire, was not prevalent among the rather sleepy Dutchmen who inhabited Brooklyn one hundred years ago; and it was found very difficult to get the consent of any one to have the bell ring out its wild alarms on or near his premises. Finally, however, consent was obtained from Jacob Remsen, who lived at the junction of what is now Fulton and Front Streets, to have the bell erected over his venerable stone house, which stood at that time very close to the water's edge. And Mr. Remsen himself was engaged to attend to the ringing of the bell—an arrangement which spared him from being awakened by the ringing of the bell, for it made him the awakener of others. He was further compensated for his services by being granted all the privileges and exemptions conferred on firemen by the original act of the Legislature creating the Department. The bell remained over Remsen's house as long as the latter stood. The march of improvement necessitated the removal or the pulling down of the house in 1816, and after that the bell was rung from Middagh Street, near Henry, until 1827, when it was again moved to a vacant lot where the Eastern Market was subsequently erected, and when that building was put up the bell was hung in the cupola of it. There it remained,

long after the building was used for religious services instead of for a market, the town by that time having outgrown so inconsiderable a bell. In 1846, while the City Hall was building, an alarm bell was temporarily hung in a structure conveniently near the hall.

The original act of the Legislature creating the Fire Department had opened the way to extend its operations by successive additional acts, another of which was passed March 21, 1797, directed more especially to the question of burning chimneys, for the better prevention of which the inhabitants and freeholders were empowered to appoint not less than three nor more than five men, with full authority to control the chimneys of the village and to enforce their orders concerning the same by stringent rules and fines. In May following, Henry Stanton, John Doughty, Martin Boerum, John Van Nostrand and John Stryker were appointed under the provisions of this act, and as soon as they had organized, a few weeks later, they enacted on the subject of fines to be imposed for fires resulting from carelessness in respect to chimneys. A list of all chimneys was prepared and kept in the *Chimney Register*, and the facts concerning the burning of any of them were likewise entered in this book, as well as the fines imposed and collected. The record for nine years in this book showed a total of fines of £20 7s which, as directed by the act, was set apart for lighting the streets. By this same act, the force was increased by five firemen, the special duty of whom it was to look after the chimneys of the town. About this time, or a little before, the apparatus of the Department was increased by the addition of another engine, which was named Neptune No. 2. No further increase in the number of engines was made until 1810, when Franklin No. 3 was organized—in both instances the number of firemen being increased to man the additional engines.

Little by little the Department grew in numbers, in apparatus, in efficiency, and in importance; so that, when, in 1816, the village of Brooklyn was incorporated, it was the obviously proper thing to do to give the Village Trustees full authority to make their Fire Department what in their judgment it should be. As soon as the incorporating act was passed, therefore, they promptly organized two new companies, each composed of thirty men, increasing the total number of names on the roll of the Department to ninety-five. They also provided for the choosing of four fire-wardens. The Trustees of the village under whose administration these changes were made were the first Board of Trustees the village had, chosen under the provisions of the incorporating act of 1816. They were: Andrew Mercein, John Garrison, John Doughty, John Seaman and John Dean. They appointed a day for the election of firemen and fire-wardens, and on June 2, 1817, the following persons were elected:

Washington Engine No. 1.—Abraham Remsen, Samuel Watts, William Foster, Jonathan Morrell, Daniel Spinning, John Murphy, William C. Smith, Barardus

Dezendorf, John Rogers, John M. Robins, William Jenkins, Jerome Schenck, David Anderson, Charles Hewlett, Ezekiel Raynor, Simeon Richardson, Samuel Shotwell, Gold Silliman, Jacob Brown, John Ablert, James Flecker, Abraham Boerum.

Neptune Engine No. 2.—Joseph Moser, Jeremiah Wells, Stephen R. Boerum, John D. Conklin, Elias Combs, Edmund Bumford, Stephen S. Voris, Winant P. Bennett, Samuel S. Carman, Parskall Wells, Nicholas Covert, Cornelius White, Daniel Hodges, Henry Wiggins.

Franklin Engine No. 3.—Elijah Raynor, Jacob Garrison, William Morris, William Thomas, Isaac Nostrand, James Titus, John Birdsall, George Storms, Cornelius Van Hone, Robert Millard, Morris Simonson, George Fricke, Samuel Carman, Aaron S. Robins, Ancel Titus, John Trapple, Michael Trapple, John Patchen, John Simonson, John R. Latham, Andrew Demarest, Sylvanus White, Joseph Place, John Titus, George Haviland, Richard Stanton, Thomas Burrough, James Boyd, Edmond Cope, Joshua Rogers.

Fire-Wardens:—John Harmen, Isaac Moser, John Moon, Noah Waterbury.

It is interesting to note, as indicative of the quality of the membership of this early Fire Department, that the John Murphy whose name appears in the roll of Engine No. 1, was the father of the late Henry C. Murphy, whose conspicuous services at home and abroad to his city and his country made him, perhaps, the most distinguished citizen of Brooklyn in his generation.

The interest of the firemen in the dignity of their organization increased with the growth of the Department, the effect of a larger enrolment alone conducing to the development of an *esprit de corps*. Consequently, as they saw their Department growing more important, they desired to add to its importance, and to this end, in 1816, they suggested to the authorities the propriety of creating the office of Chief Engineer, and this was done, the choice being referred to the votes of the firemen themselves, who unanimously conferred on John Doughty, one of the most experienced of their number, the honor of being the first Chief of the Brooklyn Fire Department. This year, also, for the first time, the expenses of the Department, which hitherto had been met from fines imposed on delinquent firemen and careless householders and contributions from the firemen, were provided for out of an appropriation included in the tax estimates, and the amount was three hundred dollars. This appropriation, while exceeding the average annual cost of the Department for the twenty-two years preceding by only sixty dollars, was expended so judiciously as to leave an unexpended balance at the end of the year.

The election of the Chief Engineer, in 1816, made John Doughty the first of a long line of Chiefs who developed the Brooklyn Department and kept it abreast of the times, and in every way made it the equal of any Department in the country. The

Chief Engineers from the beginning of the Department to the disbandment of the Volunteer Department, in 1869, were as follows :

John Doughty, 1816-1817.—During this term engine-companies Washington No. 1, Neptune No. 2 and Franklin No. 3 and Hook and Ladder Company No. 1 were organized.

William Furman, Oct. 13, 1817-1821.—The only company that came into existence during this term was the Hook and Ladder No. 1, which was started in 1817, but did not secure official recognition and formal organization until later.

John Doughty (second term), 1821-May 14, 1827.—Organized Eagle No. 4 and Lafayette No. 5.

Jeremiah Wells, May 14, 1827-Jan. 1, 1836.—Protector No. 6 and Engine Companies Nos. 7 and 8 organized during this term.

J. F. L. Duflon, Jan. 1, 1836-Jan. 1, 1839—Engine Company No. 9, Columbia No. 10 and Engine Company No. 11 were organized under this administration, and Engine Company No. 5 was disbanded.

Burdette Stryker, Jan. 1, 1839-Feb. 1, 1849.—Organized Engine Companies Nos. 12, 13, 14 (Pacific), 15, 16, and Brooklyn No. 17; Clinton Hose No. 2; Hook and Ladders Nos. 2, 3 and 4; and a Bucket Company; disbanded and subsequently reorganized, Nos. 8 and 10, locating the former on Washington Street and the latter on Bedford Avenue, and reorganized the old No. 5. During this administration the engine-house of No. 9 was burned and the company went out of existence.

Peter B. Anderson, Feb. 1, 1849-Feb. 1, 1853.—Organized Engine Companies, Nos. 18 and 19 and Hose Company No. 3 and reorganized No. 9, which was located at Carlton and Myrtle Avenues.

Israel D. Velsor, Feb. 1, 1853-Feb. 1, 1861.—Organized Engine Companies Nos. 20, 21 and 22; and Hose Companies Nos. 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13—the introduction of the Ridgewood water developing the use of hose-carriages and the consequent increase in the number of hose-companies; disbanded Engine Companies Nos. 2, 15 and 18; and Hook and Ladder No. 4—which last was afterwards reorganized.

William H. Furey, Feb. 1, 1861-Feb. 1, 1863.—Organized Hook and Ladder No. 5.

John Cunningham, Feb 1, 1863-1869.—Reorganized Hook and Ladder No. 2. Chief Cunningham was the last of the noble line of Volunteer Department Chief Engineers, and it is due to the effect of this long succession of able and devoted Chiefs, covering more than half a century of growth and development, that when the city had outgrown the possibilities of a volunteer system, and Cunningham, as the first Chief under the new *régime*, reorganized it into a paid Department, it was ready for the foundation of the new system.

John Doughty, the first Chief Engineer, had been a fireman since the very beginning of the original Department, and his selection was that of the confessedly fittest man for the position. His first term lasted only one year, and was terminated by his resignation. After four years' interim, during which Furman was the Chief, he returned to duty and began a second term of long duration, which also was terminated by his resignation, offered only when age and long service compelled him to withdraw from active duty. This resignation, dated May 14, 1827, was as follows:

To the Hon. the President and Trustees of the Village of Brooklyn :

The undersigned, Chief Engineer of the Fire Department, considering his advanced age and the consequent difficulty of discharging carefully the important duties imposed on him by virtue of his office, begs leave respectfully to offer his resignation of the same.

JOHN DOUGHTY.

The first three elections of Chief Engineer were made nominally by the Village Trustees, although, as in the case of Doughty's first election, they took the nomination of the firemen themselves and confirmed that choice. That the firemen might lawfully as well as practically choose their own Chief, the law was afterwards changed, and, beginning with Chief Wells, the elections were made directly by the foremen of the companies, the delegates being of the "instructed" sort; so that the voice of the rank and file was manifested in the final choice. This was, doubtless, a wise concession to a body of volunteers, whose service depended on their interest in the Department, and their interest depended on their having something to say as to the personality of their superior officers. But of course, this introduced department politics into the Department, and the efforts of the two sides, each to elect its own candidate, made the election of Chief Wells quite an exciting event. The parties were the "Up-streeters," whose candidate was Jeremiah Wells, Foreman of No. 3. and the "Down-streeters," who favored George Fricke, Foreman of No. 4. The delegates met in the "ball-room," as a little parlor was euphemistically called, of the Exchange Hotel, a caravansary on Front Street, kept by C. Chester, formerly of Tammany Hall, New York. It being the first general election of the Department under the new law, and the office in question carrying all the *éclat* of a first "people's candidate" under the new system, the

rivalry was strong and the contest waxed so lively that an adjournment was necessary before the result was reached; and the choice of Chief Wells was finally made at an adjourned meeting, at which Fricke was chosen Assistant. One more Chief Engineer—J. F. L. Duflon, in 1836—was chosen by delegates from the companies; but after that the law was changed so that the firemen voted directly on the Chief, and Burdette Stryker, in 1839, was the first one so elected.

The institution of the Chief's Annual Report to the Trustees of the Village, (corresponding to the present reports to the Mayor and Common Council,) was established by Chief Engineer Wells, who presented the following report in December, 1828:

“To the Hon. the President and Trustees of the Village of Brooklyn:

“Gents:

“In accordance with the last clause of the Twenty-seventh Article of the ordinance for ‘preventing and extinguishing fires in the Village of Brooklyn,’ passed Feb. 4, 1828, the Chief Engineer begs leave to make the following report of the Fire Department funds:

Fire Department—Expended.	Fire Department—Collected.
Cash paid collectors, . . . \$ 50.25	Collected for Chimney and
Paid to a Fireman's Widow, . . . 15.00	Members' Fines, . . . \$454.60
Printing, 5.01	For Certificates, 167.00
For Fees, 14.00	For one year's interest on
Case for Standard, 21.34	\$275, 19.25
<u>\$114.40</u>	<u>\$640.05</u>
Expenses	114.40
Amount in the Fund	\$526.45
Loaned on B. and M.	475.60
Balance in Treas. hands	<u>\$ 51.45</u>

“The Chief Engineer would state that in consequence of some delay of the report to the Department, he was not able to report as soon as the law directs.

“All of which is respectfully submitted,

“JEREMIAH WELLS, C. Eng.

“Dec. 8, 1828.”

The pride which the firemen took in their work, in their machines, and in their Department generally, was quickly reflected in the appreciation of the public. There were already enough amateur volunteers who, without any connection with the Department, pretty regularly ran with the machine—sometimes to the detriment of the service, an evil which grew with time and the frequency of fires—and this, of itself, made the new Department seem quite a matter of general interest. The first demonstration of public regard for the Fire Department—a spirit which has ever since characterized a generous and appreciative community, which always has responded handsomely to

every opportunity of showing the firemen that their fidelity and heroism and bravery in the presence of danger are not forgotten—was in the presentation of a banner to the Department on the Fourth of July, 1826. This was the semi-centennial of the Declaration of Independence, and it was made the occasion for a memorable celebration, which included all the pageantry available, military and other. For their part of the parade the firemen of Engine Companies Nos. 1 and 2 got themselves up in great shape. The engines were mounted on floats drawn by numerous horses, which were attended by grooms dressed in Grecian costume. This, with the uniformed firemen and the music, made a most picturesque and imposing scene. The parade brought the firemen to the office of the Equitable Insurance Company, in front of which they were drawn up in line, there to receive the banner at the hands of Mr. Freeman Hopkins, secretary of the Brooklyn Insurance Company, on behalf of the two companies. Mr. Freeman addressed them as follows :

“Firemen of the City of Brooklyn, Gentlemen: In behalf of the Equitable and Brooklyn Fire Insurance Companies we have the pleasure to present you this standard decorated with the emblems of the Fire Department. The insurance companies are not insensible to the obligations they have been and may be under to your great exertions in extinguishing that fatal element so destructive to life and property. May you long retain those zealous and ambitious feelings to surpass, if possible, the enterprise and public spirit of the firemen of our great neighboring city. We wish you, gentlemen, a happy enjoyment of this fiftieth anniversary of our natal day, which is now being celebrated with probably more demonstrations of heartfelt gratitude to God and the people and the Congress of 1776, than at any former period; there is now, without doubt, a more universal sense of the obligation to the heroes of our War of Independence and the framers of our glorious Constitution, from a full conviction that our government is the best yet formed for the happiness of man.

“With our personal respects, gentlemen, we wish you many happy returns of this day.”

In accepting the banner on behalf of the Fire Department, Mr. Sprague said :

“Gentlemen: I am commissioned by my brethren of the Fire Department (around us assembled) to tender our grateful acknowledgment to the Brooklyn and Equitable Insurance Companies for conferring so distinguished an honor as that of presenting us this banner. We receive it as the most splendid that ever waved upon our favored isle.

“Should the fiery element burst from our dwellings, (which heaven avert!) and the alarm bells arouse us from our midnight slumber, we will hasten to the scene and remember that we have a flag to sustain, never, never to be disgraced.

"But a few months ago our Fire Department began to exist; but yesterday one-third was added to the number of our engines; but a few months ago we were dependent upon yonder city for insurance and paper currency; but a few months ago we have seen hundreds of vacant lots, now covered with public edifices and private dwellings—the one has required the aid of the other, each contributing in its turn to help on the rapid march of improvement.

"With feelings of gratitude to the Great Disposer of all things we reciprocate with you the happy return of the day that declared us free and independent. We hail it as the semi-centennial jubilee; it brings us peace and plenty; it brings to us, unimpaired, our favorite republican form of government; it brings to our recollection that for the love of liberty our fathers bled for such unmerited blessings, religious, civil and political, be rendered our unfeigned thanksgiving and praise."

From the nature of the case the history of the Department is largely that of the companies composing it, there being little outside of that in reference to the volunteer Department, except its corporate history. From the incorporation on April 16, 1823, of the Fire Department of the Village of Brooklyn, there were no material legislative changes except that in connection with the city incorporation act of 1834, when it became the Fire Department of the City of Brooklyn, and a similar act followed the process of consolidation in 1855. In 1857, there was passed "An Act for the better regulation of the Firemen of the City of Brooklyn," which instituted the radical change of a transfer of the Department from the Common Council to "The Commissioners of the Fire Department of the Western District of the City of Brooklyn," a similar Board being established for the government of the Eastern District Department. From this time until the abolition of the Volunteer Department and the establishment of the paid Department the legislative modifications concerned matters of detail only.



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CHAPTER II.

ENGINE COMPANIES OF THE VOLUNTEER DEPARTMENT.

WASHINGTON NO. 1, THE FIRST COMPANY—NEPTUNE NO. 2 AND THE "LITTLE ROOSTERS"—FRANKLIN NO. 3 AND EAGLE NO. 4—PROTECTOR NO. 6, "OLD BEAN SOUP"—CONSTITUTION, NO. 7, AND BROOKLYN'S FIRST "PIANO BOX"—COLUMBIA NO. 10, THE LIFE-SAVERS—PACIFIC NO. 14, THE "DUDE" COMPANY OF THE HEIGHTS—BROOKLYN, NO. 17, THE "HAY WAGON" AND THE "HOPPERS"—THE FIRST HOOK AND LADDER COMPANY—TRUCK 2 AND ITS PRIZES—THE HOSE COMPANIES—FIRE DEPARTMENT OF THE EASTERN DISTRICT—THE WASHINGTON "ROOSTERS" OF THE NORTH SIDE—PROTECTION NO. 2 AND THE SOUTH-SIDERS—THE SHERIFF AND THE ENGINES—THE DEPARTMENT INCORPORATED, 1857—COMMISSIONERS APPOINTED—OTHER COMPANIES.



THE accessible records of the companies in the Volunteer Department are far from completely covering the list of the companies.

Washington No. 1, the first company, organized April 30, 1785, has already been chronicled.

Neptune No. 2, came into existence in 1797, and was formally organized under Chief Doughty in 1817, when the Department was enlarged by the act incorporating the Village of Brooklyn. This company has left ample evidence of its departed glory. The most commodious, and in some respects the finest "house" occupied by the Fire Department to-day, is the three-story, brown-stone front, on Hicks near Sackett Street, occupied by Engine Company, No. 3. It was the last home of "Neptune" Company. A block below, near Degraw Street, is a small building, modest in appearance, which was also the home of the "Neptunes," before it grew to three-story magnificence.

Upon the same thoroughfare (Hicks Street), near Atlantic Avenue, once stood an old stable. Here, too, Neptune Engine once made its home. There are two separate chapters in the history of "Neptune" Engine Company. The first begins with the organization of the company in 1797, extending up to 1855, when it was summarily disbanded by the Common Council.

In 1826 the "Neptunes" made their first appearance in a parade, upon the occasion of the presentation of a banner to the Firemen. It was a few years after this that the "Little Roosters" became attached to No. 2, and then the sensational history of the company began. Located in the First Ward, within easy distance of Firemen's Hall, were four engines and two hose-companies, which went to every fire. Intense rivalries sprang up, leading to racing, and quarrels which sometimes led to bloodshed and the wreckage of property. The police, too, came in for a share of hard knocks at the hands of the members of No. 2, for the latter were prompt to resent any interference with what they considered were their inalienable rights in connection with the extinguishment of fires. Nor as regards their conduct in the engine-house would they brook any dictation. And so we find that a special meeting was held in Firemen's Hall on April 1, 1845, "to take into consideration the outrage committed on the members of the company on the evening of March 20, by the Mayor." The resolutions drawn up and signed at the meeting set forth that the conduct of his Honor the Mayor in ejecting from the engine-house several of the members without just cause, was "worthy of the time, the place and the man," and that while the members appreciated the Mayor's amiability, displayed upon his frequent visits to the engine-house just previous to his re-election, they could not fail to see through his motive in selecting the members of the company as the recipients of his indignation when on the eve of making himself invisible, and retiring from an office, "the dignity of which he had proved himself unfit to maintain." The company also extended its sincerest sympathies to the Mayor for expressing a determination to "lose every drop of blood in his body in the effort to reorganize the Fire Department." In view of all this the company elected the Mayor an honorary member "so long as the engine-house remains under padlock and key—and no longer." This unique document was signed by Joseph Coles, Burdett Randolph, Joseph Montross and R. A. Van Brunt.

In 1853, a great "washing-match" took place at Fulton Ferry between Engines 2 and 7, in which the latter came off victorious, after an exciting contest. Subsequent investigation, however, disclosed the fact that the valve of No. 2 had been "hung up." This led to a great deal of enmity between the two companies, which resulted in many encounters at fires, in which one or the other of the engines was generally sure to be prevented from throwing a stream. As, for instance, on the night of June 20, 1852, when a triangular fight took place between Companies 2, 7 and

9, stones, bricks and other missiles being freely used to enforce both sides of the argument. Several other encounters, of a more or less serious character, occurring about this time, a special meeting of the Common Council was called, at which it was ordered that "The Chief Engineer lock up and take possession of Engine Companies Nos. 2 and 5 until the further direction of the Board." Another very serious row occurred on April 4, 1853, this time between Engines 2 and 7, in which John Cunningham, afterwards Chief Engineer of the Department, was quite seriously injured. On the evening of Monday, June 13, 1853, the members of No. 2 appeared at the Livingston House fire with their engine. They wore their hats reversed, and declined to render any assistance in the work of extinguishing the fire. Just previous to leaving their house on that occasion the members of the company had sent to the Common Council the following communication :

"Resolved, That we cease doing duty unless means are taken by the Common Council to find us in decent quarters with ample accommodations.

[Signed] ENGINE 2."

The action taken by the Common Council on receiving this resolution somewhat surprised the members. The Council merely ordered that the Chief Engineer should discipline the company by locking up the house, stating that it was not convenient for them to find a new house for the company. Upon promising good behavior in the future, the members of the company were reinstated, and with the exception of one or two fights in which they were conspicuous—a fireman, named McQueen, being knocked down and dragged to the police-station by Officer Regan on one occasion—the men kept their word.

The house on Hicks Street was completed in the month of January, 1854, and the new quarters were dedicated in an appropriate manner. The following year Brooklyn was almost too small to hold the "Neptunes," and fights and squabbles followed thick and fast. In January, 1855, the Common Council held a special meeting, at which all the members of No. 2 were expelled from the Department, and the company was declared disbanded. Nine years later the company was reorganized, and the second chapter of its history began. William Vandever became Foreman, with Pat Murphy as his assistant. They were now quartered in a house built for them on Hicks Street, near Degraw Street, and took high rank in the Department on account of their good behavior. Their house, however, was found to be too small, and before the Volunteer Department was legislated out of existence, the company moved into its last house, now occupied by Engine No. 3.

Franklin No. 3 was organized in 1817, and Eagle No. 4 about 1812, with George Fricke as Foreman.

Lafayette No. 5 was organized June 28, 1825, a meeting being called for the purpose at the residence of John F. L. Duflon, (afterwards Chief Engineer of the Department,) near the Military Garden, the popular pleasure-resort of which he was the popular proprietor. Ralph Malbone was made chairman of the meeting, and John B. Johnson secretary. Those who had been invited to be present organized themselves into a fire-company, adopting a code of by-laws and choosing the following officers:—Foreman, John F. L. Duflon; Assistant Foreman, Ralph Malbone; Treasurer, John B. Johnson; Secretary, Thomas Taylor; Assistant Secretary, Jasper Duflon; and John Pease, Steward. The subsequent ratification by the Village Trustees of the action taken at this meeting completed the organization of the company.

Protector No. 6 was organized September 2, 1825, in conformity with action taken by the Village Trustees when they held their annual meeting on June 25 previous, at the house of Inn-keeper Stephenson, who was one of the Trustees. At this meeting they passed resolutions to establish a new engine-house in the vicinity of the Catholic Church—St. James's, at Jay and Chapel Streets, which became the cathedral of Bishop Loughlin on his accession in 1853—and for the house and engine the Trustees appropriated the sum of \$1400. Upon application of Sylvanus White and others, Protector Engine Company No. 6 was organized on the date mentioned above, with the following members:—Sylvanus White, Lewis Applegate, James Dezendorf, Jefferson T. Long, Samuel J. Valentine, Henry Dezendorf, Abraham Morrell, Thomas Rogers, Samuel P. S. Valcott, Stephen S. Poindett, George Handford, Henry Gidney, Ryke Reid, William R. Wilson, Charles F. Rogers, Peter S. Valentine, William Bennett, Clarke H. Silvers, Moses H. Decamp, John S. Willing, William Southard, John Baldwin, Roswell Lewis, Pheneous Tuthill, William Spaulding and Jacob Drake. Sylvanus White was made Foreman of the company. The house was located on the south side of Concord Street, between Adams and Pearl. It was fitted out with a small engine of the "goose-neck" pattern, purchased with the appropriation of the Village Trustees. For thirteen years the company occupied these quarters, and it was an experience during this period that gave their engine the name by which it was popularly known in the Department, "Old Bean Soup." After a fire in the neighborhood the members of the company were regaled with supper by a Mrs. Boyd, who had several sons among the members, of which the *pièce de resistance* was a most savory bean soup, the repute of which soon spread, with the result of fixing the appellation for good. In 1838, the engine was newly housed by the city at Pearl Street and Nutria Alley, and in the following year a new engine was furnished to the company, built on the lines of the old one. Another new engine followed in 1847, this time one of the "piano-box" style, a pattern which No. 6 had the felicity of first introducing in the streets of Brooklyn. All three engines were from the shops of James Smith. In 1850 a new house was built on the

site of the old one, and in this, although it was the smallest of all the engine-houses—only twelve feet wide and thirty-five feet deep—the company remained until it moved to the last house built for it across the street, now occupied by Engine Company No. 7, of the present Department. In 1856, the piano-box engine was rebuilt by builder Smith, who transformed it into the crane-neck pattern, altering its stroke to obtain greater power for pipe service in contemplation of the introduction of the Ridgewood water into the city. This was so thoroughly well done by the builder as to meet the highest expectations formed by the company in anticipation of the change. No. 6 always took and kept the lead in nozzle work, and came out victorious in all the friendly contests with the other companies—though the friendly character of the contests was so modified by the spirit of fierce rivalry that it became necessary for the authorities to forbid the continuance of them. After some of the other companies were fitted out with piano-box engines, they thought they would like to take the starch out of No. 6, which had the *éclat* of having been first in the field with this pattern, and were more or less inclined to pride themselves on their skill. The disputes as to superiority finally resulted in a challenge from No. 1, which was accepted by No. 6, to play a match for \$500 a side, give and take water for five minutes through two hundred feet of hose. This was to test the question as to which company could “wash” the other, by giving it water faster than it could pump it out of the receiving engine. At the foot of Bridge Street the contestants met on the appointed day, and the match resulted in favor of No. 6, to whose Foreman, James H. Cornwell, the money was paid over. There was considerable jealousy resulting from this match and the successful company was plied with challenges, all of which it was ready to accept; but in view of the strong feeling existing over the rivalry, the authorities decided for the good of the Department not to permit the further matches to take place. Nothing was left them but to test their relative skill at fires, and this was regularly done, the victory uniformly remaining with invincible No. 6, which never was washed. The service of the company at fires was admirably performed. Only one member was sacrificed to duty, the death of Richard Nolan, as the result of a collision with No. 7, on the way to a fire, being the only loss recorded for the company, though at different times several were injured.

The following were the Foremen of the company in the order of their service:—Sylvanus White, Abraham Wright, Thomas Cumberson, Thomas Watson, Peter R. Vandever, David Cochran, John Tassie, William Draper, William Ellmore, William H. Powell, Smith Wood, Thomas Wright, Thomas Lockwood, James H. Cornwell, William L. Boyd, John G. Staff, Peter R. Vandever, Richard F. Cole, William Brown.

The following members of the company were elected to the Board of Engineers; William H. Powell, Thomas Watson, William L. Boyd, Richard F. Cole, William Taylor.

"The Constitution and Union Forever" was the motto adopted by Constitution Engine Co. No. 7, when it was organized on October 24, 1828—and the company made a record worthy of their high-sounding motto, not only by gallant service in the Fire Department, but also by contributing of its members to the armies of the United States during the late war, twelve of them having sprung to arms among the first volunteers when the three months' men were called out, and nineteen among these who volunteered for three years. One was killed at the first battle of Bull Run, and one at the battle of Williamsburgh, one died from disease contracted in camp, and one was wounded at Bull Run. The company, at its organization and for many years afterwards, was located near the Navy Yard gate in the Fifth Ward, and moved later to Front Street, near Bridge. The quality of its membership was always high, and the company was well known throughout the country for its hospitality to visiting firemen, and for making visits to other cities. In 1854 they went, ninety-eight strong, on a visit to Relief Engine Co. No. 11, of Albany, N. Y. In 1858 they received and entertained their Albany friends of No. 11, in connection with Howard Engine, No. 34; and in the same year they received a visit from Hibernia Engine No. 1, of Philadelphia, in company with Americus No. 6 (Tweed's "Big Six") of New York. In 1859 they returned the visit of Hibernia No. 1, taking full one hundred men to Philadelphia; and when the introduction of the Ridgewood water into Brooklyn was celebrated on April 27th and 28th of that year, this company entertained Columbian No. 6, of Newark, N. J., and Washington No. 3 and Red Jacket No. 4, of Elizabeth. On this occasion the celebration originally set for the 27th had to be postponed to the 28th, a heavy rain satisfying the authorities that, although they were rejoicing over the introduction of water, it was a good thing they could get too much of. The military were dismissed for the day, and the firemen were left to entertain their guests from abroad, who had expressed their willingness to remain over for the postponed parade, the Common Council generously providing that all extra expenses incurred by the men should be paid by the city. The firemen, however, were not to be daunted by a little water, more or less, and nine Brooklyn companies, escorting ten visiting companies, made a very creditable improvised parade through the rain, even on the first day; while in the Eastern District, where the information of the postponement came only after the parade had been formed and was ready to start, the firemen resolved after consultation that they would carry out the programme for the day in its entirety. Twenty-eight local companies, together with the visiting companies, traversed a long route, encouraged and cheered by the demonstrations of the throngs of spectators that lined the sidewalks and filled the windows along the route. On the following day, the whole procession as originally arranged contributed to the demonstrations of the day, which was a memorable one in the annals of Brooklyn pageantry. The first "piano" engine made for this company

was the most gorgeous piece of apparatus ever introduced into the city. It was delivered to the company on October 16, 1852, and its advent created considerable jealousy among the members of other companies. The box of this engine was of mahogany, with panels of rosewood, ornamented with carvings and gilt work. The arms were of polished steel, and the wheels blue, striped with gilt. There were paintings on three sides of the condenser-case, in oval panels, 22 x 20 inches. Attached to the engine was a neat tender, carrying eight lengths of hose; she was named "Independent." Afterward the company had a double-decked engine, built by Jeffers & Co., of Pawtucket, R. I., which was quite celebrated for its effectiveness. At a trial on Christmas-day, 1859, held at Laird's pole in New York, they played 208 feet—which was literally "high-water mark" for this kind of proficiency.

Columbia Engine Company No. 10, was organized in 1839, and was reorganized in 1854. It was at first located on Bedford Avenue, near Myrtle, and removed later to Kent Avenue, near Myrtle. The machine it worked in the later days was a double-decker, which had been used previously by No. 7 and No. 8. This company greatly distinguished itself on the occasion of two great calamities: the explosion, February 3, 1860, of the hat factory of Ames & Molten, on Nostrand Avenue, between Myrtle and Park, at which nine persons were killed and eighteen injured—the loss of life being most fortunately kept at this number by the fact of the explosion occurring so early in the morning that only thirty-five out of the two hundred employes had arrived at the factory—and the burning of the Catholic Orphan Asylum, November 9, 1862. On both these occasions the members of No. 10 were conspicuously brave and successful in their efforts to save the imperilled lives of the unfortunate inmates of the buildings.

Pacific Engine Company No. 14, was organized September 19, 1846, at which time a few gentlemen got together and constituted themselves the nucleus of a new company to be located on the Heights. These were Henry B. Williams, who was made Foreman; William Wright, Edward Merritt, F. H. Macy, John W. Mason, George C. Baker, H. H. Cox, Clinton Odell, Henry Haviland and George E. Brown. At a special meeting in November following they resolved to purchase an engine of H. Waterman, the builder, of Hudson, N. Y., and the sum of \$600 was subscribed immediately. When the machine was ready for them in June, 1847, the company rolled it into their quarters which the Common Council had erected for them in Love Lane, near Henry Street. This engine, which cost them \$1,000, they used for three years only, and then they resolved to have a new one, which they ordered of John Agnew, of Philadelphia—a double-decker of the most approved pattern with the latest improvements. This cost them another \$1,000, which was subscribed at the meeting at which they resolved to have the new machine, but \$800 of the amount required they procured by selling their old machine to Engine Co. No. 8, of Williamsburgh. The new engine, when fully

equipped, weighed 4,800 pounds. It was completed and delivered August 21, 1851, and its reception by the company was made the occasion of a general entertainment of the friends of the members, and a social reunion of the Fire Department, for which purpose the company engaged the old riding-school in College Place—just around the corner from the engine-house, and there they spread a collation for their numerous guests. The accession of the new engine, which was something very fine when it was purchased, led to a considerable increase in the membership of the company, which was of such an extent as to crowd them very much in their quarters. Their petition to the Common Council for a new engine-house large enough to accommodate their increased membership was granted, and the commodious house on Pierpont Street was erected for them. The rules of the Department at that time did not permit of their sleeping in the engine-house; so they hired accommodations next door to it, and there they bunked, in readiness for the first alarm. The company prospered so well that by 1862 they wanted still more room and better surroundings, so they got up a subscription among themselves for the enlargement of their house, which was accomplished by a committee consisting of J. Pryor Rorke, William A. Fowler and D. B. Phillips, who turned over to the company one of the most convenient houses in the city at that time. Foreman Williams, who was the first incumbent of the office, was succeeded in October, 1849, by William Wright, who resigned the following May, giving place to Edward Merritt, who served out the unexpired portion of his term. John W. Mason was Foreman for one year from October, 1850, and in 1851 H. B. Williams was reelected for his second term; but his departure for California after six months of his term had passed led to the choice of James K. Leggett as his successor, in April, 1852. Ill-health caused Mr. Leggett's withdrawal in March, 1853, when John A. Weed was temporarily put in charge, and in October, 1853, Mr. Leggett was again elected Foreman, as which he served for three very prosperous years in the history of the company. In 1856, H. R. Haydock was chosen, and he also served three years, at the end of which term Joseph B. Leggett was elected. But his service was only for one month, and he was followed by Isaac G. Leggett, who was Foreman three years. After him came, in 1862, J. Pryor Rorke; in 1865, F. S. Massey. As a volunteer company, owning their own apparatus, and having an excellent grade of membership, Pacific 14 was one of the conspicuous companies of the old Department; and both in fire duty and in personal influence, it was a force in the affairs of the Department to the end.

Brooklyn No. 17 was a company well known in the Department for its large proportion of prominent Brooklynites in its membership, its adherence to Department discipline when other companies allowed their disaffection to manifest itself in insubordination, and for its forwardness in matters of Department duty which resulted in their taking the lead in the development of improved methods and apparatus. The company

was organized on September 28, 1848, just after the great fire of that year, with a membership of sixty-four men, and the following company officers:—William S. Wright, Foreman; Henry A. Moore, First Assistant; R. Van Brunt, Second Assistant; J. M. Cornell, Secretary; and Alexander Cashow, Treasurer. Foreman Wright resigned in 1851, and his three years of efficient service were so highly appreciated that the members of the company presented him with a handsome watch, having engraved on its two sides a portrait of himself and a representation of the double-decker engine then in the custody of the company. He was succeeded by Henry A. Moore, the then First Assistant, but after a brief service of two months his elevation to the bench as County Judge made his resignation necessary. Judge Moore's continuous service on the bench has reflected honor on all his associates of the early days, in which the members of Brooklyn No. 17 have shared. His successor, on December 4, 1851, was I. V. Silleck, who served until October 9, 1852, when he was compelled to resign on account of ill-health. It was during his administration that the company made a trip to Poughkeepsie in September, 1852, which was celebrated in the annals of fire-company excursions. One hundred and three men with a full band of music made the trip, and the entire Poughkeepsie Fire Department turned out to receive them, in recognition of which the company got up an impromptu ball, at which the beauty and chivalry of the city were present. On the resignation of Foreman Silleck, J. H. Rhodes was chosen in his place, and he in turn was succeeded, July 6, 1853, by F. W. Webb. During the term of the latter the Catherine Street ferry-house was burned, and at this fire the double-decker engine of No. 17 carried off the palm for efficiency at suction. William S. Wright returned to office for his second term October 6, 1853, Foreman Webb's term expiring with the company year. He came in good time to guide the company through an important crisis, occasioned by the "Know-Nothing" troubles of that year, in consequence of which none of the up-town companies would respond to fire alarms from the second district, although fires were very frequent there. No. 17 was solicited to join in the general opposition to the authorities, or at least to await the other companies at the City Hall and proceed to the fires in a body. But the company declined to do this, or in any way to fall short of its duty to respond to the call of the bell, wherever it might summon them, and their courage commanded such respect that, although the times were such that physical as well as moral suasion was sometimes employed to enforce the views of the majority, they were permitted to do their duty unmolested. From October, 1854, to October, 1855, the Foreman was Sidney Larremore, who gave place in 1855 to William Burrell, who remained in command of the company until the formation of the paid Department. In 1859 the action of the Fire Commissioners reducing the limit of membership in companies to sixty-five men rendered a reduction of the company necessary, and this was done by forming, on April 25, a separate organization of the active exempt

members, under the title of the "Old Guard Association." When the company was first organized, in 1848, it was temporarily located in the old frame house of the disbanded No. 8, on Washington Street, between Myrtle Avenue and Johnson Street, while its meetings were held in the house of Truck No. 2, on Pearl Street, near Concord. The first engine was No. 8's "goose-neck," the Water Witch, which was afterwards replaced by a Waterman piano-box, formerly used by No. 34 of New York. The following summer the company moved into a new brick house on Lawrence Street, between Myrtle Avenue and Johnson Street, and there they received their new engine, June 28, 1849, a Philadelphia pattern double-decker, built by James Smith, of New York, at a cost of \$1,195, which was the first engine of this style brought into Brooklyn. The peculiar appearance of this machine caused it to be dubbed the "Hay-wagon," and the spectacle of the men climbing up to man the upper brakes earned for them the sobriquet of "Hoppers," from their resemblance to the lively grasshopper. These terms, borrowed perhaps from a similar equipment of a New York company, No. 42, were both so descriptive and so euphonious that they stuck during the entire existence of the company. The price paid for the machine did not include its decoration, and it was most fortunate for the fate of the new pet that the company resolved to expend \$150 on paint, and sent her off to the shop of Mr. Moriarty, of New York, just when they did; for during its absence for this purpose there occurred a fire at Thorne's stores, on Furman Street, on July 6, 1850, and the old goose-neck which the company was using in the interim met with a serious accident from which the new engine was fortunately spared. An explosion of saltpetre during the fire lifted the old goose-neck over the string-piece of the dock, and she hung by one wheel over the water until she took fire, and then was dumped into the East River to save her from total destruction. She was afterwards towed around to Fulton Ferry and fished out, and a few repairs made her serviceable until the new engine came back from the paint-shop. None of the members were injured by the explosion, though several of them had to jump overboard to save their lives. Not so lucky were some of the brave men who attended the burning of the Duffield Mansion, at Fulton Avenue and Duffield Street, on the morning of April 14, 1857. The falling of a wall there seriously injured Charles H. Rogers and Thomas P. Hopkins, and in consequence it was necessary to amputate the leg of Mr. Hopkins, totally incapacitating him from further duty. A few years later, in 1862, he was made bell-ringer on the City Hall tower. In 1856, \$900 were spent in having the double-decker rebuilt by Smith of New York, the painting being again done by Moriarty. The increasing membership of the company necessitated larger quarters in 1859, when it moved into the house then vacated by No. 8, which had been reorganized and again disbanded. This house was on Jay Street, between Myrtle Avenue and Wiloughby Street, and even this required enlargement for the accommodation of the com-

pany, the members of which expended \$700 in extending its proportions, including in the added part the first bunk-room attached to any engine-house in the city. The double-decker by 1860 had outlived its perfection, and its defects caused the company to determine to have an entirely new machine; and by this time the vogue of steam fire-engines, which had been introduced in the New York Department three years before, led them to resolve on one of these new and wonderful machines. For its purchase the company petitioned the Common Council on July 30, 1860, and after spending three months in testing the various makes and styles, they decided on an Amoskeag engine, for which the makers contracted at \$3,650, and delivered it to the company on June 11, 1861. This was the first steam fire-engine ever used in Brooklyn. A relic of the ways of the old volunteer days appeared on this harbinger of a new order of things in the decorations, which included the legend, engraved on a large silver plate let into the side of the engine: "Brooklyn, Engine 17, William H. Furey, Chief Engineer; William Burrell, Foreman," and on the front of the engine a silver fire-cap, a copy of the cap worn by the company's first Foreman, Wright, whose initials, W. S. W., were engraved on the front. A hose-tender being necessary for this engine, the Commissioners by a special dispensation increased the membership of the company to seventy-five men, the extra ten being designated to run the hose-carriage. Constant improvements beautified the company's house, which became one of the handsomest in the country.

The first Hook and Ladder Company did not take definite form till 1817, though there was formed, in 1812, a sort of mutual protection association, consisting of twenty-four members, independent of the Fire Department, and bound only to assist one another in case the property of a member was endangered. Perhaps it was the success of this mutual arrangement, and perhaps only the dangers resulting from the walls left standing after a fire, that produced an agitation in the public mind which, in 1817, led to more definite steps toward the formation of a permanent Truck Company. The experience of the Department had shown that in many cases, even before the day of high buildings, there was difficulty in reaching the fires for lack of ladders on which to carry the hose to any considerable distance from the engine not otherwise accessible, and besides, it was impossible to properly finish up a fire when there were walls that should be pulled down or in default of facilities for that left standing. On several occasions the danger from these walls had been pretty closely brought home to the citizens by instances where they were a constant menace to the safety of pedestrians—in one case especially, when a large chimney fell to the ground after the firemen had left the scene, endangering the lives of a large number of spectators, but fortunately injuring no one. Clever people at once began to explain how by having ropes to level standing walls and chimneys such dangers could be avoided in the future; but the general

voice was in favor of a regularly organized Hook and Ladder Company, such as New York had had for many years, even before the beginnings of the Brooklyn Department. Recognizing that the condition of the public mind called on them to do something, the existing mutual Hook and Ladder Association held a meeting at the house of Mr. Langdon, on September 24, 1817, to canvass the general subject; but all that is recorded of their action was the adoption of the following rules and regulations:

1. The members renounce all claims to any privileges or exemption in consequence of their services.
2. The number of members shall not exceed twenty-four.
3. All new members shall be elected by ballot.
4. The members shall wear a black hat, with the representation in white of a hook and ladder.
5. The officers of this association shall consist of a Foreman, Assistant Foreman and a Steward.
6. The members meet the first Wednesday evening after any fire at which the hooks and ladders have been used, at the house of Mr. Langdon.
7. When the house and property of a member is in danger, the association is considered as pledged to give their assistance to such member as a brother.
8. Any member refusing to obey the proper order or orders of the Foreman or Assistant Foreman, or who shall be found neglecting his duty twice in succession, shall be considered to have abandoned the association.
9. Any member wishing to leave the association is at liberty to do so at any time.

This was very comfortable for the "brothers" who were going to stand by each other in time of danger; but what the villagers wanted was a Hook and Ladder Company, regularly organized and equipped by the Trustees of the village *pro bono publico*, and not merely for mutual protection. Consequently they called a meeting to devise means for securing from the authorities suitable apparatus, with a carriage for conveying the hooks and ladders to the scene of action. The firemen were invited to participate in the deliberations of the meeting. The result of it was that the proposition for a Hook and Ladder Company was unanimously endorsed, and a petition to the Trustees was resolved on, the firemen uniting with the citizens in this request. The Trustees received the proposition favorably and passed resolutions which, however, did not practically provide for any action, until, under public pressure, they distinctly resolved, October 13, 1817:

That a Hook and Ladder Company of Firemen be established, to consist of fifteen persons, including the Captain, to be appointed by the Trustees.

In consonance with this resolution the following names were sent in at the next meeting of the Board, and those named were confirmed as firemen: Samuel Birdsall,

Foreman; Cornelius Van Clief, John S. Doughty, Egbert K. Van Beuren, William R. Dean, Robert W. Doughty, Stephen Schenck, Elias Doughty, Erastus Worthington, Isaac Denyse, Walter Nichols, William Phillips, Samuel Watts, Robert B. Dykeman, and Elias M. Stilwell. These men promptly equipped themselves for service, but the Trustees were slow in providing them with apparatus. It was two months before they got even hooks and ladders, and then they got no carriage, but had themselves to lug their implements to every fire, dividing them up in the most convenient way for transportation. In December following, the Trustees increased the limit of membership by passing this resolution :

Resolved, That the Hook and Ladder Company of Firemen be increased to twenty-five men, and that the Captain report the names of such persons as may be elected by the Company and recommended by him to complete the number.

The work devolving on the company soon demonstrated this number to be insufficient, and the Trustees increased it again to thirty members. It was the summer 1818 before the company finally got a carriage, for which at last the Trustees appropriated the sum of \$125, June 27. At the same meeting the Trustees resolved :

That \$200 be raised, by tax, to pay the rent of a lot and erect a temporary building thereon, for the implements of the Hook and Ladder Company.

It was high time that this action was taken; for the implements had had to be stored in a vacant open lot, and were not in a way to remain serviceable very long with such exposure to the elements.

This first Truck Company became the Lafayette, and for many years was housed on Henry Street, near Cranberry.

No second Truck Company was organized for another twenty-two years, when, on January 30, 1840, Clinton Hook and Ladder Company No. 2 came into existence. It was at a meeting held in the house of Engine Company No. 3, on Middagh Street, that the name was adopted and officers were elected as follows: James P. Spies, Foreman; John W. Fawble, Assistant Foreman; E. B. Morrell, Secretary; Benjamin Handley, Treasurer. The membership at the beginning consisted of the following persons: John B. Emmons, Joseph L. Carll, David Reeves, Benjamin Handley, Hamilton Reeves, Abraham Barkaloo, Daniel T. Wells, E. C. Morehouse, John K. Foster, Homer Wiltse, Richard Seckenson. The company was located at No. 206 Pearl Street, near Concord, where they remained uninterruptedly during their entire career. They were furnished with a new Franklin truck in October of the year of their organization, built to order for the Common Council. To encourage promptness in their duty the members of the company established prizes for those who should arrive first at fires. At the end of the first year Edward White received the prize for the year, a fire-coat; and E. C. More-

house received a fire-cap and Benjamin Handley and Mr. Beers each a fire-shirt, for similar efficiency.

Few of the Hose Companies have a history that can be recorded, the records of some of them being inaccessible and most of them having been organized so late as the introduction of the Ridgewood water into the city, which necessitated, or rendered available, so much hose that carriages were necessary for its transportation.

Atlantic Hose and Relief Company No. 1 was organized November 27, 1835, with the following officers: W. W. Pettit, Foreman; J. M. Van Cott, Assistant Foreman; Jeremiah Mundell, Secretary; Alfred Carpenter, Treasurer; J. M. Van Cott, Alfred Carpenter and George R. Rhodes, Representatives. The word "Relief" was omitted from the title of the company during its second year. It was at first housed in a shed in High Street and used an old painter's cart for a hose-carriage; but it removed in 1863 to Fireman's Hall, in Henry Street, where it remained ever after.

Hose Company No. 6 (Washington) was organized in 1853, under the auspices of Sheriff Campbell; William Van Brunt, David Thomas, Robert McCall, L. Archer, and others, and this company, too, first occupied a shed on Adelphi Street. They received a handsome Pine & Hartshorne carriage, in 1855, and were moved into a house at No. 85 Carlton Avenue. A new carriage was given to the company during its later years of service. The first officers were: Anthony F. Campbell, Foreman; Richard Smith, Assistant Foreman; William Van Brunt, Secretary; David Thomas, Treasurer; Robert McCall, Trustee; Richard Smith and William Van Brunt, Representatives. Foreman Campbell was followed in his office by Richard Degroot, Richard Smith, James Kenmore, R. Lamb, John Campbell, and the following gentlemen were at different times Assistant Foremen: Richard Smith, Richard Lamb, Edward Hudson, Joseph Friganza, Andrew Douglass. Richard Lamb afterwards became Assistant Engineer of the Department, being chosen to that office while he was Foreman of the Company.

THE EASTERN DISTRICT FIRE DEPARTMENT.

Williamsburgh began to take form as a growing settlement about the beginning of this century, when certain far-seeing speculators broke up large farms into city lots and offered inducements to attract the overflow population from New York to this locality. But the rapidly extending nucleus of the future city of Williamsburgh was for more than thirty years without protection from fire, except in the incidental, improvised fashion common to all who live under contiguous roofs. The lack of an organized force of firemen, who should be prepared in advance for an emergency, was keenly felt by the community; and as the absurdity of a town that was growing to such proportions being so far behind the rest of the world forced itself on their attention, absorbed

as they were in the phenomenal growth of their settlement, the more public-spirited among the leaders got together and decided to do something about it. In January, 1834, the Board of Trustees of the village were petitioned by John Luther and others to purchase two engines and organize two companies to work them. So obviously sensible and proper a petition was, of course, promptly and favorably acted on. Before the end of the month the engines had been ordered, the lots for the houses purchased, and the erection of the houses authorized. A committee was appointed to locate the houses, one of which was put in North Second Street and the other in South Second Street, the two thus placed covering adequately the needs of what the settlement then consisted of, most of it centering at that time about the Grand Street Ferry. During the same period of time steps were taken for the proper organization of the Department, and in March following the firemen were appointed and the two companies contemplated were gotten into shape at about the same time. No. 1 was organized under the name of Washington, (afterwards changed to Lady Washington) and No. 2 as Protection Engine Company. The number of men assigned to each company was probably twenty-five, and a few years later this was increased to forty. The office of Chief Engineer was created in 1835, and John Luther, to whose efforts the establishment of the Department was largely due, was made the first incumbent of the office. He served for about one year, when his removal from Williamsburgh rendered another choice necessary. During his term, the Trustees, in September, 1836, authorized the construction of a public cistern in front of the Reformed Dutch Church, at South Second and Fourth Streets, at a cost of \$500. In June of that year Mutual Hook and Ladder Company No. 1 was organized, with thirteen men, thus increasing the total force of firemen to sixty-three. The truck was housed on North Second Street, in the building next to that of Washington No. 1. The Department relied at that time somewhat on the volunteer aid of the citizens, and the young men of the village were divided (geographically, by Grand Street,) into two parties, the "north-siders" running with No. 1., (known throughout the country as the "Roosters," from the emblem they chose,) and the "south-siders" with No. 2—the local rivalries thus introduced into the service of the Fire Department lending to the attendance of the companies at fires all the spice to be derived from frequent brushes and occasional pitched battles, excitements without which the life of the village fireman of sixty years ago would have been spiritless and dull.

The departure of Chief Luther in 1836 precipitated, earlier than was usual in the history of organized Fire Departments, a contest between the firemen and the Trustees as to which should effectively control the appointment of a Chief Engineer. The temper of the time, however, gave the victory as a matter of course to the firemen, who in those days were coddled to their hearts' content by virtue of their voluntary, self-sacrificing service, as well as by virtue of their standing in the community, which was gener-

ally high. The next election, therefore, in October, 1836, was settled by the nomination by the firemen and confirmation by the Trustees, the choice falling on Peter Powell. This mode of selection became the rule thereafter, which was followed in all cases except one, in which the indifference of the firemen threw on the Trustees the duty of nomination as well as of confirmation. In February, 1836, the office of Fire Warden was created, Henry Cook being the first appointee; but the office does not seem to have been continued with any regularity, for several years later the Chief Engineer reported to the Trustees that the hose had been cut during several fires, and recommended the appointment of wardens to protect the hose, see to there being a sufficient water supply, and look after property at fires. The Trustees accordingly authorized the nomination of wardens by the companies, and they were appointed on this basis for some time thereafter.

The third chief of the Williamsburgh Department was David Garritt, who was chosen in 1838, and again in 1839, and was succeeded in 1840, when he declined a third term, by A. B. Hodges, who served for five successive years. He was an Assemblyman in 1869, and introduced the bill creating the Paid Department, of which he was proud to be known as the father.

A very curious state of things arose in 1839, when Abram Meserole, having purchased at public sale the fire-engines which were sold to satisfy a judgment against the village, levied on the engines and took them into his possession. This was not an easy feat to accomplish; for the firemen snapped their fingers at the sheriff, and so efficiently guarded their machines that he could not get near them to lay upon them the awful hand of the law. But that official was patient as well as they, and in good time his opportunity came. Resting in the confidence that they would be unmolested in the discharge of their duty, the firemen unhesitatingly started to drag their engines to the next fire for which they got the alarm; but the sheriff was on hand for one purpose only—if the village authorities could not pay his bill they could not put out their fires—so he levied on the engines, and thus constructively obtained possession of them. It was six years before this matter was settled, and during that interval Mr. Meserole rented the engines to the village at \$150 per annum.

In 1841 the charitable fund of the Department was organized, with its Board of Representatives, its Trustees and its officers.

In 1842 the complement of members of the Hook and Ladder Company was increased to twenty-three; the office of Assistant Engineer was established with Barnet B. Boerum as the first incumbent, and a revision of the state laws affecting Williamsburgh, as recommended by the Fire Department and approved by the Trustees, was enacted at Albany, modifying the conditions of service in the Department in so favorable a manner as to greatly increase the membership and the organization of new com-

panies. Appropriations for reservoirs to insure an adequate supply of water, and for a fire-bell, were among the important improvements of 1842. Both were carried through against strong opposition—the establishment of a fire-bell, especially, being one of those institutions unquestionably for the public good which endangers the comfort of some few, who do not willingly sacrifice themselves *pro bono publico*. But the bell was an imperative necessity, when the town had spread out so much and had reached the extent that it had so late as only twelve years previous to the final consolidation with the city of Brooklyn; and it was no longer possible to give efficient fire service, while relying on getting fire-alarms by word of mouth passed along till it reached the engine-house, as had been the custom before the bell gave its immediate universal warning.

In 1843 for the first time, the Assistant Engineers were chosen at the same time with the Chief, and the following were elected Assistants at that time:—B. B. Boerum, William H. Guischarde and A. L. Remsen. The next Chief was William H. Guischarde, and he was followed in turn by Andrew Marshall, Benjamin Dubois, R. H. Harding (for the unexpired term of Chief Dubois, who died in office, Mr. Harding giving the salary to his widow), Charles C. Talbot, Hamilton Allen, F. W. Jennings, Thomas M. Doyle and John W. Smith.

The original two engine-companies, with the truck company afterward organized, constituted the entire Department up to 1844, when Good Interest Company No. 3 was organized, under the impulse given by the recent legislation. The late police captain, Cornelius Woglom, was for many years its Foreman. After that the formation of new companies was rapid, keeping pace with the growth of the town, until, at the time of the consolidation with Brooklyn, in 1855, the Williamsburgh Department was quite on a par with that of any city of its size in the country, and it contributed as its share of the combined force of fire organizations, ten engine-companies, four hose-companies and three truck-companies—seventeen companies in all. At this time, the act of consolidation changed the Williamsburgh Fire Department to the Fire Department of the Eastern District, and on April 7, 1857, an act was passed incorporating the Eastern District Department in the form which it maintained until it was, with that of the Western District, merged into the paid Department. The act of 1857 also provided for the management of the affairs of the Department by a Board of Commissioners, the first of whom were to be chosen on the first Tuesday in May of that year, to serve for one to five years, one going out each year, the terms to be settled by lot. The Commissioners chosen at this time were: Richard H. Harding, James Rodwell, William V. Hanson, Alfred Walleth and Demas Strong. Mr. Harding was the first president of the board, in which capacity he served for ten years, being succeeded by R. Van Volkenburgh and Daniel Donevan, the latter being in office when the paid Department was instituted in 1869, and his associates at that time being Robert Murphy, George W. Williams,

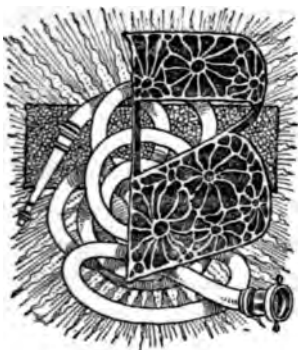
William Johnson, and Patrick F. Morris. Other members of this Board were James Rodwell, Garrett Hanson, Thomas Eames, James Greene, Charles C. Talbot, William H. Mershon, and John H. Perry (the recently appointed Assistant Chief).

Other companies in the Eastern District Volunteer Department were: United States No. 4, David Lindsay, Foreman; Eagle No. 6, the late ex-Postmaster Talbot, Foreman; Neptune No. 7; Pacific No. 8; Continental No. 9; Red Jacket No. 10; Putman Hook and Ladder No. 2; Young America Hook and Ladder No. 3; Marion Hose No. 1; Atlantic Hose No. 2, and Friendship Hose No. 3.

CHAPTER III.

DEPARTMENT FUNDS AND ASSOCIATIONS.

FIREMEN'S INSURANCE FUND—WIDOWS' AND ORPHANS' FUND—VOLUNTEER FIREMEN'S ASSOCIATION OF THE WESTERN DISTRICT—VETERAN VOLUNTEER FIREMEN'S ASSOCIATION—THE CONSTITUTION CLUB—EXEMPT FIREMEN'S ASSOCIATION, WESTERN DISTRICT—EXEMPTS OF THE EASTERN DISTRICT—NEW LOTS EXEMPTS—FIREMEN'S MONUMENTS—LIST OF MEMBERS OF PRESENT DEPARTMENT KILLED IN DISCHARGE OF DUTY.



ESIDES their official membership in the Department, the firemen have established a number of civil institutions, some founded on legislation and under the control of officials designated by law, and others of a purely voluntary and social nature, though also having benevolent features. Some of these include in their membership and advantages only the members of the present Department, while many of them have a membership exclusively composed of the former members of the old Volunteer Departments of the Western and Eastern Districts.

THE FIREMEN'S INSURANCE FUND.

From the time of the organization of the paid Fire Department, up to the passage of the Charter, in 1873, no provision had been made for members of the force who might become unfitted for duty from any cause. In that state of affairs it was necessary for the Fire Commissioners then in office to retain in the Department, at full pay, superannuated and disabled firemen, or to accept the harsh and unjustifiable alternative of casting them upon the charity of the community. In the Charter which was passed in

1873, Section No. 20 provided that all fines imposed by the Commissioners on the firemen for dereliction of duty, and all rewards or gifts to the members, should be paid into the treasury, to the credit of the Firemen's Insurance Fund; the President and Commissioners of the Department to have full charge of it, with power to invest it as they thought proper. The revenue from that source proved insufficient to accomplish the purpose in view, as the receipts at the end of the first year amounted to only \$120. In 1875 the Legislature passed an amendment to that section of the Charter of 1873, giving the Commissioners the power to collect and retain all the fees received for the issuing of licenses for the keeping of kerosene oil and combustibles. At the end of a year the fund had jumped up to \$2,000, and was considered to be on a solid basis. In 1884 the fund was swelled out by the addition of a percentage on all the business transacted by foreign insurance companies. The fund continues to receive money from those sources, and at present the assets reach about \$160,000, the greater part of which is well invested.

The fund is for the support of widows of deceased firemen, and for disabled firemen. The first money was paid out in January, 1878, when Mary A. Geary, widow of John Geary, a member of Engine Company No. 8, who was killed, received a first payment on a \$300 annuity for life. Catherine A. Murray, widow of Edward Murray, late of Engine Company No. 13, was the next one to be benefited. Firemen who have become disabled, or who, after ten years of membership, become superannuated, or rendered incapable of performing duty on account of disease, are entitled to be placed on the pension roll. The widow of any firemen who is killed while on duty is entitled to an annuity not exceeding \$300 a year.

At present there are seventy-five persons on the pension roll, and about \$28,000 a year is being paid out.

The present Trustees of the fund are: Mayor David H. Boody, City Comptroller Theodore F. Jackson, City Auditor Anthony Weber, and Fire Commissioner John Ennis.

THE WIDOWS' AND ORPHANS' FUND.

One of the most important institutions connected with the old Volunteer Fire Department was its Widows' and Orphans' Fund, which was inaugurated for the purpose of aiding, in some degree, the families of disabled and deceased firemen. The question of how to raise money so as to form a permanent fund was a difficult one for the men, but it was finally decided to hold a ball every year and to apply the receipts therefrom to the purpose in view. A Board of Trustees, thirty-five in number, consisting of one representative from each engine, hose and truck company, was formed and had control of the fund. A quarterly allowance of \$8.00 was paid to the widows of firemen who had been disabled or killed while in active service. From various sources a fund was raised

to the amount of \$86,000. When the new paid Fire Department bill was passed, one section of it gave the Fire Commissioners full charge of everything appertaining to the working of the Department; except such power and authority as was already vested by law in the Trustees of the Widows' and Orphans' Fund of both the Eastern and Western Districts—there being separate funds and boards of officers for each district. The bill provided that all persons acting as Trustees were to remain in their positions and continue to exercise authority over the funds. The Trustees of the Western District were also given the power, which up to that time had been assumed by the Trustees of the Fire Department over the affairs and funds of the Exempt Firemen's Association.

At the time the volunteer force was legislated out of existence, the fund amounted to about \$70,000, and since that time about one hundred widows have received benefits from it. Now there is somewhere about \$20,000 in the banks, which, with the interest accruing, is calculated to be sufficient to pay out relief until all those who could by any possibility be entitled to it are dead.

The present Board is composed as follows: Sheriff John Courtney, president; Samuel Bowden, secretary; John Delmar, treasurer; George C. Gunning, Stephen Hickey, William Bell, J. McLaughlin, D. McNamara, William Brown, W. A. Furey, D. H. Roche, B. Carman, D. Slattery, J. H. Downing, T. J. Berry, J. Farrell, F. S. Massey, J. Fitzpatrick, E. Entwistle, P. Bray, D. S. Simpson, R. Wingham, W. A. Jay, W. H. Jordan, L. A. Towt, P. McGougel, Thomas Kerrigan, William Fleming, P. K. Martin, James Wright, John G. Bedford, Thomas Fleming, C. H. Folly, M. E. Buckeley.

VOLUNTEER FIREMEN'S ASSOCIATION.

The Brooklyn Volunteer Firemen's Association of the Western District was organized January 15, 1885, and was incorporated on July 24 of the same year under an act of the Legislature passed April 2, 1883. The incorporators were: John Courtney, Peter Fitzpatrick, William H. Furey, John T. Finn, George L. Applegate, John F. Murtagh, M. V. B. Burroughs, J. Pryor Rorke, Michael Garrity, William H. Whitlock, Thomas H. Dixon, Patrick Crooke, David S. Simpson, John W. Walker, Jeremiah Chadwick, and Charles B. Farley. The first officers were: John Courtney, president; Peter Fitzpatrick, first vice-president; William H. Furey, second vice-president; John T. Finn, treasurer; George L. Applegate, recording secretary; John F. Murtagh, financial secretary; M. V. B. Burroughs, corresponding secretary; and Charles B. McLaughlin, sergeant-at-arms. Board of directors: William H. Whitlock, John W. Walker, J. Pryor Rorke, Thomas H. Dixon, Michael Garrity, David S. Simpson, Charles B. Farley, Patrick Crooke and Jeremiah Chadwick. The objects of the association were declared to be the promotion of friendly and social intercourse among the

men who had served in the Volunteer Fire Department; the collection and preservation of the relics, pictures, implements and other objects of interest connected with the fireman's vocation; and, especially, to establish a mutual aid fund for the relief of sick and disabled members and to pay the burial expenses of those who should die, the moneys of the fund to be derived from dues, assessments and fines and from voluntary contributions. At first the dues were \$2.00 and the assessment on the death of a member fifty cents, but afterwards the assessments were dropped and the dues placed at \$6.00 a year. The membership has steadily increased until it has reached the number of seven hundred, all in good standing. The average number of deaths has been twenty-five per annum. Among the members are many who have been and still are prominent in public life, and many who are active members of the present Fire Department. Ex-Register Hugh McLaughlin is prominent in the organization, and his handsome Irish setter "Dan" is on the list of honorary members and is a regular attendant. The present officers are: John Courtney, president (in which position he has served since the association was organized); John J. Walker and Edward C. Murphy, vice-presidents; Thomas H. Dixon, treasurer; Augustus J. Dayton, recording secretary; Peter S. Keenan, financial secretary; Thomas Martin, sergeant-at-arms. Board of directors, Joseph V. Scully, Theodore Morgan, Charles Martin, Edward S. Hazlett, Joseph M. Short, John Bray, William Johnson, John W. Chevalier and Charles B. Farley.

The association held its meetings in the First District Court-room in the City Hall up to March, 1887, when it took possession of the handsomely fitted rooms it now occupies in the basement of the City Hall. They are three in number, and are adorned with a great variety of relics—old fire-fronts, time-worn helmets and fire-hats, trumpets that have been used not only for speaking purposes but also for battering the heads of members of antagonistic companies, lanterns from hose-carriages, pictures of scenes in the fireman's life, etc.,—these hang on the walls. In glass cases, or mounted in conspicuous positions, are many other relics of size and value:—a large silver fire-bucket presented by the Fire Department of Chester, Pa.; a gavel made from the arm of old Putnam Engine No. 21, which was the greatest water-thrower of its time; a model of Clinton No. 41, of New York, presented by President Courtney; Daniel McGonigle's silver trumpet trophy, won at a Grand Army picnic foot-race; a large gilt eagle rescued from the burning steamer City of Richmond, in 1891; a huge elk's head presented by the Veteran Volunteers of Portland, Oregon; a banner celebrating in oil painting the great fire of 1848, near the present bridge terminus, the scene almost obliterated by time; handsomely framed photographs of companies that had been entertained by the association; and no end of valuable and interesting mementoes of the old days, presented by Samuel Love, the "relic-fiend" of the association.

The Association has indulged in many pleasure trips, in which they have done credit

to the old Department to which they are loyal. Among those that they remember with pride are these—Firemen's State Convention at Troy, August, 1887, when they had the right of line; as guests of the Hempstead, L. I., Department, September, 1889; Bunker Hill Day parade in Boston, June 17, 1890; guests of Independence No. 39, of Philadelphia, September, 1890, and thence to an ovation at Chester; and the Tri-County Convention at Hudson, October, 1891. On most of these trips they took the famous hand-engine, Pacific No. 14. The annual balls of the association given the Academy of Music on the first Monday night in each February for the benefit of their fund, have been marked social and financial successes. The proceeds are divided between the Mutual Aid Fund and the General Fund, sixty per cent. to the former and forty per cent. to the latter. At their last ball over two thousand tickets were sold, Bartley Flannagan and Post Van Pelt getting the first and second prizes for disposing of the largest number. The financial standing of the Association is excellent and a source of gratification to every member of it.

VETERAN VOLUNTEER FIREMEN.

The Veteran Volunteer Firemen's Association originated on November 23, 1886, when a number of the members of the old Volunteer Fire Department met in the rooms of the Board of Trustees of the Widows' and Orphans' Fund, in the basement of the City Hall, Mr. David L. Simpson being chairman, with Mr. Samuel Bowden as secretary. It was agreed that only those should be admitted as members who had served five years or more in the Department of the Western District of the city. On January 11, 1887, a permanent organization was effected, and the following officers were chosen: President, James A. Walsh; vice-president, John Campbell; secretary, Samuel Bowden; financial secretary, Joseph H. Downing; treasurer, George Schafer. Shortly after the organization of the Association, the building, No. 90 Livingstone Street, was secured and fitted up for the use of the members in a very comfortable manner. A handsome double-decker hand-engine is owned by the Association, which was purchased at Phoenixville, Pa., and thoroughly overhauled and embellished, by Mr. Gardner, of Philadelphia. Having adopted a handsome uniform, and receiving notice that the engine was ready, the members decided to bring it in state to Brooklyn. Accordingly, on May 26, 1887, they turned out 110 strong, and proceeded to New York, after which they returned to this city and paraded through the principal streets, receiving a regular ovation. Upon arriving at headquarters they were dismissed for the time being, but reassembled in the evening at the Mansion House, where they had been tendered a banquet by the mayor and the heads of the city departments. Following this, came a number of other parades and visits to various cities. The first of

these took place on September 5, when the members escorted the New York Veterans to the cars *en route* for San Francisco. On September 14 a visit was made to the city of Philadelphia, where the Association was well represented in the Centennial celebration parade. A few weeks later they again visited New York, this time to receive the Veterans of that city upon their return from their celebrated "Across the Continent" trip. In August, 1888, they visited Cortland, N. Y., taking part in the State Firemen's Convention and Tournament. On September 19, Jamaica was visited by the Veterans as guests of Atlantic Hook and Ladder No. 1. In September, 1889, they visited Baltimore, taking part in the celebration of the Battle of Stony Point, and also contending in the "playing" match, in which they threw a stream 182 feet, four inches, and took the first prize. In September of the following year they went to Chester, Pa., when they were the guests of Hanley Hose (the former owners of the Phoenixville Engine). May 30, 1891, they visited Hoboken; September 5, the same year, they made their famous trip to Niagara Falls, returning by way of Albany—an excursion which will long be remembered.

Balls, also, have been given every year, the proceeds of which, amounting in the aggregate to \$3,200, have been given to the Widows' and Orphans' Fund of the Western District. The headquarters of the Veterans have been fitted up for appropriate festivities. The basement forms an elegant banqueting hall and sitting-room, which is in constant use, a well-equipped kitchen being in the rear. In the sitting-room, hung round upon the walls, is a profusion of paintings, engravings, fire-hats, fronts, trumpets, badges, etc. The two floors above are elegantly furnished, the wives and families of the "old vamps" often participating in the entertainments which are given in these parlors.

The total number of members is somewhere about 250, the oldest of whom is over eighty years of age, and the youngest forty-six. The following comprise the present board of officers: President, A. J. Michaels; vice-president, Peter C. Brown; secretary, Joseph H. Downing; financial secretary, William Fleming; treasurer, Samuel Bowden; sergeant-at-arms, John Morris.

THE CONSTITUTION CLUB.

Prominent among the social clubs formed when the Volunteer Department ceased to exist was the "Constitution Club," organized by the members of Constitution Engine Company No. 7, which has to-day on its membership roll the names of the most prominent leaders in the Democratic party of King's County. The club's first home was in a private house on Bridge Street, but at the present writing they are located in the fine old mansion formerly occupied by ex-Register McLaughlin, on Willoughby Street, near Jay Street.

EXEMPT FIREMEN, W. D.

The Exempt Firemen's Association of the City of Brooklyn (Western District), was formed on January 9, 1852, but was not incorporated until July 19, 1874. To become a member it was necessary to have served a full term in the Volunteer Department of the Western District, and to have had an honorable discharge therefrom. The object of the Association was to look after sick and disabled Exempt Firemen, and to care for the widows and orphans of the deceased. It has a membership of about fifty, and their quarters are in the basement of the City Hall. The present officers are John T. Finn, president; William A. Brown, vice-president; Theodore A. Drake, recording secretary; John Daily, financial secretary; William Burrell, treasurer. The Board of Trustees at present are William H. Noe, William H. Kent, H. Brant, T. F. James and D. Murphy.

EXEMPT FIREMEN, E. D.

The Exempt Firemen's Association of the Eastern District was organized November 14, 1882, and incorporated April 4, 1883. The first officers elected were James T. Savage, president; James Potter, vice-president; Charles T. Dower, secretary; and Alfred Wallet, treasurer. It was formed for the same object as that of the Western District Association, and has on its roll members from every company of the old Department. Men who once were bitterly opposed to each other are now the warmest friends, and join hands in promoting the best interests of the organization. The first home of the Association was in Military Hall in the 16th Ward. The rapidly increasing membership was the cause of an application to the Common Council for a lease of Firemen's Hall, on Bedford Avenue, near North First Street. The petition was presented by Alderman George Ricard Connor, an honorary member of the Association, and an old New York Volunteer fireman, and he succeeded in having a resolution embodying the request passed unanimously. Mr. Connor was later appointed Commissioner of City Works, and while holding that office took a lively interest in furnishing and fitting up the new quarters. In recognition of these services, the members of the Association presented Mr. Connor with a handsomely engrossed set of resolutions in a heavy gold frame.

The Association now numbers over 400 members, and their rooms are filled with relics of olden days and paintings of old-time firemen and fire scenes. There is also a life-size painting of General George Washington standing by the side of his famous charger, which was the gift of Engine Company No 1, since merged into the Washington Association. The present officers of the Association are Moses Engle, president;

John G. Yates, vice-president; John Dalton, recording secretary; John Schwegler, financial secretary; George McMullen, treasurer; Charles H. Keighler, sergeant-at-arms, and Joseph R. Brennan, collector.

NEW LOTS EXEMPTS.

The New Lots Exempt Firemen's Association has its headquarters in the 26th Ward, formerly the village of East New York, in the town of New Lots. The Association began its existence on July 12, 1886, and it was formed by the members of two hand engine companies, two truck-companies, two hose-companies, and a pump and bucket company, which before the annexation of New Lots to the city of Brooklyn comprised the fire service of that town. The seven companies were under the command of Chief Engineer John Hogarth, now Assistant Foreman of Hook and Ladder Company No. 7, and his assistants, Henry Distler and Patrick J. Kelly. The New Lots Department was governed by a Board of Trustees, which at first consisted of four men from each company, and subsequently was reduced to two. This Board had control of the Widows' and Orphans' Fund. The Association was incorporated on July 26, 1886, and as stated in the Charter, was for "the purpose of promoting friendly and social intercourse and to provide a headquarters for the transaction of all business connected with the Association, together with a reading-room where the members can meet and review their old time friendships, and also to collect and preserve the relics, pictures, implements, etc., used in the olden times." The first officers of the Association were: President, John McGeehan; vice-president, G. N. Leuferty; recording-secretary, G. F. McMann; financial-secretary, John Sonnen; treasurer, George Faubel; sergeant-at-arms, John T. Burns. The membership numbers nearly two hundred. The present officers of the Association are John Kennedy, president; John Brensee, vice-president; George Rodebeck, secretary; and Loufs Schillenger, treasurer.

FIREMEN'S MONUMENTS.

On a high eminence in the plot of the old Eastern District Volunteer Fire Department in the Evergreens Cemetery, Brooklyn, N. Y., stands a strikingly fine monument over the grave of William Baldwin, late Foreman of Engine No. 16. It was erected by his comrades, as a testimonial to the fidelity of a fireman who was the first member of the new Department that died at his post of duty.

At seven o'clock on the morning of January 14, 1880, a fire broke out in Otto Huber's brewery, on old Bushwick Avenue. Engine No. 16 assisted in fighting the flames. In half an hour the fire was under control; when without a second's warning one end of the building collapsed. Six firemen, including Baldwin, were buried in the



FIREMAN'S MONUMENT,
Erected in Evergreens Cemetery to the Memory of
Foreman WILLIAM BALDWIN, Engine No. 16,
Killed Jan. 14, 1880.

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debris. Willing hands rescued them, and all recovered with the exception of Baldwin, who died six days afterward in St. Catherine's Hospital. He left a wife and three children to mourn his loss. Baldwin had always been a favorite with his brother firemen, and his death threw a gloom over the whole Department. He had been with it for eight years; five years of which he was Foreman of Engine Company No. 16. The interment took place on Thursday, January 22. The funeral service was read in the South Third Street M. E. Church, and the body was laid in the firemen's plot at "The Evergreens." At the graveside were Chief Nevins and his subordinate engineers, the Foreman and two men from every company in the Eastern District; the entire company with which the deceased was connected; members of the Fire and Building Department Commission, and many others. On Friday evening, February 20, a performance of "Camille" was given in the Academy of Music, and also one at the Novelty Theatre, which realized \$5,505 for the widow and children. She also received \$250 from the Fire Department Fund, of which the dead fireman was a member.

A few days after the funeral, President Hugh McLaughlin, Chief Engineer Nevins and Assistant Chief Smith met and resolved that something should be done to perpetuate the memory of the brave man. A meeting was held consisting of one man from each company, and it was decided to erect a monument, a plan for raising the money being adapted which yielded the sum of nine hundred dollars for the purpose. The monument was unveiled May 24, 1881, by Mayor Howell, in the presence of thousands of spectators, among whom were representatives of every department of the city government, and societies to which the departed hero belonged. The monument consists of a white marble statue of Baldwin, in the full uniform of the Fire Department, his right hand resting on a fire hydrant at his side. The statue rises from a pedestal eight feet high, made of polished Quincy granite, the foundation of which is a lighter colored stone. On the pedestal are inscribed the name of William Baldwin and the story of his heroic death as a continuing inspiration to all who would be remembered for valorous deeds.

The Evergreens Cemetery of which this monument is one among many adornments, became a chartered institution on October 6, 1849. It embraces about 300 acres of land. Its main entrance is on Bushwick Avenue and Conway Street. The selection of its site was made after a careful and thorough survey, by its promoters, of the entire vicinity of New York and Brooklyn. The location is appropriately secluded from the noise and bustle of the great world of life, and the grounds are absolutely unequalled in their fitness for a burying-ground. To its admirable natural advantages have been added the elaborate adornments of art, which unstinted outlay on the part of the Trustees has supplied. Broad, substantial stone roads, bordered with paved gutters, furnish at all seasons a pleasant drive of many miles, enabling the visitor to

reach every part of the cemetery. Few cemetery sites in the world have been more highly susceptible of development in their natural possibilities, and the genius of the landscape gardener has here won some of its most noteworthy and admirable triumphs. Considered, therefore, with reference to its position of nearness and accessibility; the availability of its entire surface for the purpose of interment; the extent, diversity and beauty of its grounds; its natural forest growth, and the loveliness of its surroundings, the "Evergreens" compares most favorably with all other rural cemeteries. The Evergreens is organized under the act authorizing the incorporation of rural cemetery associations, passed April 27, 1847, and the several amendments thereto. The statutes contain every desirable provision for safety, permanence and government of the cemetery, while the rights of lot owners are also carefully guarded thereby. The act exempts the cemetery lands forever from liability to be sold on execution or for the payment of debts by assignment under any insolvent law, and prohibits any public road, avenue or street from being laid out or opened through the grounds of the cemetery.

Besides this monument erected to the memory of Baldwin, in Evergreens Cemetery, there are many other monuments which chronicle the heroic sacrifice of other members of the Department. It is the commendable custom of the members of the Department thus to honor the memory of every one of their comrades who may meet his death in the discharge of his duty. There are two designs for this purpose. That used for members of engine-companies is the same as that described as commemorating Baldwin—a pipeman apparently looking for the best point to which to direct the stream. This has been called "Ready for Business." The other, for truckmen, represents a fireman with one hand resting on a hydrant and in the other holding a short hook. The name given to this design is "Waiting for Orders." Both these figures were designed by ex-Assistant Chief John W. Smith, during his term of office. Six of these monuments, in the different cemeteries, are already standing, and another is now being provided for. They have cost the members of the Department \$1,500 for each, and the funds for them have been raised in a novel manner proposed by Chief Engineer Nevins, while returning with Assistant Chief Smith from the funeral of William Baldwin. Whenever it becomes the misfortune of the Department to lose one of their number by accident at a fire, each member of the Department contributes toward the monument the sum of one cent a day for one year. This happy idea has worked uniformly well, and it reduces to a minimum the burden on the members, while it insures to the martyrs to duty each a worthy memorial. During the twenty-one years of its existence the Department has been fortunate enough to have lost from their number by accident at fires only six, two others having been thrown from the apparatus on the way to a fire and run over and crushed to death.

The names of those who have been honored with monuments and the circumstances of their death, are as follows:—

William Baldwin, Foreman of Engine Co. No. 16, killed Jan. 14, 1880 (details as given above).

Charles Keegan, Foreman of Hook and Ladder No. 4, killed at fire in oil works at Meeker Avenue and Newtown Creek, Sept. 15, 1882. Monument erected in Calvary Cemetery, May 15, 1884.

Robert McDougal, Hook and Ladder No. 3, killed at fire in Harbeck's stores, July 25, 1883. Monument erected in Greenwood Cemetery, Sept. 28, 1886.

Jonathan Tyack, Acting Foreman of Hook and Ladder No. 6, and George W. Haight, Engine Co. No. 15, killed at Hersemann's bakery, Graham Avenue and Powers Street, June 22, 1884. Monument erected in Cypress Hills Cemetery, Nov. 8, 1886.

Charles McHugh, Engine Co. No. 12, died from injuries received by being thrown from tender at Greenpoint and Manhattan Avenues, Aug. 8, 1889. Monument erected in Calvary Cemetery, Oct. 29, 1890.

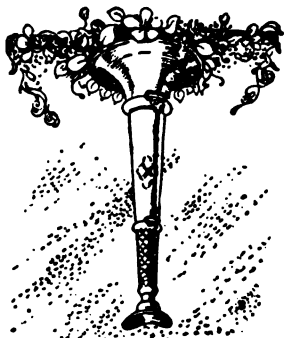
William J. Chin, Engine Co. No. 20, died Jan. 5, 1883, from injuries received by being thrown from supply wagon at fire in oil cloth works, 19th Street between 8th and 9th Avenues. Monument erected in Greenwood Cemetery, Aug. 4, 1891.

Hugh McGowen, Hook and Ladder No. 5, killed at fire in 17th Street, Jan. 4, 1891. Monument to be erected in Flatbush Cemetery when completed.

CHAPTER IV.

THE PAID DEPARTMENT.

FIRST ATTEMPTS TO ESTABLISH IT, 1858 AND 1868—JUDGE MASSEY'S BILL SUCCESSFUL, 1869—DETAILS OF THE BILL—COMMISSIONERS—TERMS AND SALARIES—FUNDS—FIRE LIMITS—COMMISSIONERS APPOINTED AND ORGANIZED—INSPECTION OF OLD DEPARTMENT AND CHANGES ORDERED—ROSTER OF THE COMPLETED DEPARTMENT—THE NEW RÉGIME IN OPERATION—FIRE ALARM TELEGRAPH SYSTEM.



THE movement toward establishing a paid Department for the city of Brooklyn dates back as far as 1858, when Alderman E. J. Lowber introduced a resolution providing for such a Department. The resolution was referred to a committee consisting of E. J. Lowber, Edward Rowe, Edward S. Ralphs, Martin Kalbfleisch and William H. Jenkins, who in reporting favorably expressed the opinion that a reduction in the number of fires would follow upon the abolition of the volunteer system, as they were of opinion that many fires of incendiary origin were "started by the adherents of different companies in order to get up an excitement," much as a company in Utica had fired a church steeple to demonstrate the throwing capacity of a favorite engine. It was expected that the introduction of the Ridgewood water (then under way) would give a stream from hydrants with a pressure sufficient to carry one hundred feet through a 2½-inch hose, and that except for high altitudes no engines would be required, and for those the purchase of two steamers would suffice. The resolution was not passed.

For nearly ten years no further attempts were made; but during the session of 1867-8 a strong effort was made by Mr. Joseph Reeves (Republican) and other promi-



ENGINEERS OF THE BROOKLYN FIRE DEPARTMENT, OCTOBER, 1869.

Wm. A. Minard.

Geo. Vertizan.

James Gaffney.

James Shevlin.

John W. Smith,
Asst. Chief Eng^r.

John Cunningham,
Chief Eng^r.

Thomas F. Nevins.

Chas. B. Farley.



nent members of the party, to pass a bill in the Legislature authorizing the organization of a paid Fire Department. This effort was not successful, but a compromise was effected by the establishment of a Board of Estimates and Disbursements, in which alone was vested the power of ordering expenditures for and on account of the Fire Department, thus taking it out of the hands of the Common Council. The Board was composed of the Mayor, Comptroller, Street Commissioner and the Chief Engineers of the Eastern and Western Districts.

In 1869, several prominent citizens of Brooklyn called upon ex-Judge Fred S. Massey, who had always been in favor of better discipline in the volunteer ranks, and pledged their support if he would endeavor to organize a paid Department. He was then Foreman of old Engine Co. No. 14, in Pierrepont Street. He consented, and drew up a bill which was presented to the Legislature by Andrew B. Hodges, representing the Eighth Assembly District. It was entitled "An Act to Reorganize the Fire Department of the City of Brooklyn." Several radical amendments to the Reeves bill were contained in it, which doubtless tended toward its passage through both branches and its subsequent signature by Gov. Hoffman on May 5, 1869, when it became law. By it, the President of the Board of Aldermen and the City Treasurer were added to the Mayor, Comptroller and Street Commissioner as the power to appoint the four Commissioners of the Fire Department created by the act; the expenses which the Commissioners were authorized to incur in any one year were limited to a quarter of a million dollars; the reports of the Widows' and Orphans' Fund of the Fire Department were to be made to the Common Council and not to the Fire Commissioners, while the power to make the annual appropriation to meet the expenses of the Department was vested in the Board of Supervisors for the County of Kings. The first section of the act was as follows:

"The Mayor, the Street Commissioner, the president of the Board of Aldermen, the City Treasurer and the Comptroller, or a majority of them, of the City of Brooklyn, shall appoint four citizens, residents of said city, to be Fire Commissioners of the City of Brooklyn (which office is hereby created, with the duties and powers herein contained and imposed) who shall form a Fire Department, to take and have, as provided by this act, control and management of all the officers, men, property, measures and action for the prevention and extinguishment of fires within the City of Brooklyn, to be organized as herein provided, and to be known as the 'Fire Department of the City of Brooklyn.' Said Commissioners shall be appointed as herein provided within thirty days after the passage of this act. Said Commissioners shall hold the said office, respectively, for the term following, to wit: Two for six years and two for eight years. Three of said Commissioners shall form a quorum for the transaction of business. At the expiration of each term respectively, successors shall be appointed in the manner above provided, who shall hold said offices respectively for the term of eight years from the time of their appointment. Any

vacancy occurring in said office by death, resignation or otherwise, shall be filled for the unexpired term thereof by the Mayor, Street Commissioner, the President of the Board of Aldermen, the City Treasurer and the City Comptroller."

The bill designated the rules to be followed by the commissioners as to business meetings and the organization of the new Department; it stipulated that they should have full charge of everything appertaining to the working of the Department, except such power and authority as was vested by law in the Trustees of the Fire Department of the Eastern and Western Districts of the city, which said divisions were to continue distinct from each other, so far as related to the Widows' and Orphans' Fund of each district, but for no other purpose. The persons elected and acting as Trustees of the Funds of the two districts were to remain and continue to have and exercise, each division respectively, all such powers and duties as were at that time vested by law in said Boards, which were to be known and designated thereafter as "The Trustees of the Widows' and Orphans' Fund of the Western District," and a similar title for the fund of the Eastern District. The bill also gave the Board of Trustees of the Western District all the powers and duties up to that time assumed by the Board of Trustees of the Fire Department of the city, which was composed of, and had charge of all the affairs and funds of, the Exempt Firemen. The bill ordered the Commissioners to provide accommodation for the Board of Trustees for the purpose of holding meetings and transacting business; gave them full power to provide supplies, horses, tools, apparatus and fire telegraphs for the Department; while another section ordered them, the City Comptroller and Mayor, to form a Board of Estimate, which should, on the second day of May, annually, make an estimate of the sums required for the ensuing year for salaries, compensation, rents, supplies, tools, etc., provided, however, said estimate did not exceed \$250,000 for any one year. The Commissioners were empowered to select a Chief Engineer, Assistant Engineer, Secretary, Drivers and Bell-ringers. It fixed the salaries of the Commissioners at \$3,500 each, and empowered the Supervisors of King's County to annually cause to be collected on real and personal property subject to taxation according to law within the city limits the moneys authorized by the act, said amount to be deposited with City Treasurer as a fund for the Fire Department, to be drawn by check or warrant in sums not exceeding \$50,000 at one time. It gave firemen and apparatus the right of way, and suggested that the force be selected, as far as possible, from among the exempt firemen. The Commissioners were also ordered to designate the style of uniform for the men, and to report annually concerning the working of the Department to the City Comptroller.

On April 20th of the following year—1870—a supplementary act was passed, giving the Common Council power to extend the "fire lines" in the city, which had been previously fixed by the act of April 30, 1866. The new act empowered the City

Council to include any portion of the city not already embraced, as they might deem proper. By the act of 1866, a Board of Trustees, Superintendent of Buildings, Inspector of Buildings, and a Clerk were created, to look after the fire limits. The second section of the act of 1870, however, abolished those offices and transferred the duties to the Fire Commissioners, who were to appoint, from time to time, one of their own number to have charge of the execution of the provisions made in the act, as a superintendent of buildings, subject to the general supervision of the whole board. The board was also empowered to employ such persons as were necessary to carry out the work, provided it did not cost over \$10,000 annually. Section three reduced the Commissioners' terms of office by two years each, the succeeding incumbent to be nominated by the Mayor and appointed by the Board of Aldermen—to hold office for five years. By other sections, provision was made for the sale of the old apparatus not needed for the use of the new Department, the proceeds to be devoted toward the purchase of new supplies, etc.

A third act was passed in May of the same year, repealing the clause in the previous act which provided for the payment of salaries and expenses for 1870, out of the unexpended balance in the City Treasury. Instead, a clause was substituted, directing the Mayor, Comptroller and City Clerk to borrow money on temporary loan. The King's County Supervisors were also to cause to be levied, and collected and paid, in 1871, such sum as should be necessary to pay the interest on money so borrowed, and in such year such sums as should be necessary to pay the principal of the money as borrowed. The Treasurer should immediately apply the money so collected toward the payment of the interest and principal of money so borrowed.

A fourth act was passed on March 16, 1871, by which the Commissioners were authorized to sell, after thirty days' notice, all the real estate used by the Volunteer Fire Department and not required by the new. It also provided that the expense of the Department for the year 1872, which it was estimated would be \$365,000, should be collected in the next tax levy; for every year afterwards \$295,000. These sums were in lieu of all other moneys authorized to be collected for the Department.

Still another act was passed in the month of April, 1871, which set the salaries of the firemen at \$800 each per annum. If any deficiency was caused in the fund by the payment of salaries, the City Comptroller was authorized to issue a certificate of indebtedness, payable the following January, with interest at seven per cent., and so on every year. Later, in the same year, an amendment to the act of 1823 (incorporating the firemen of the village of Brooklyn) was passed, which set forth that "No fireman who has become exempt shall be entitled to relief from the funds of that corporation unless he shall have procured a certificate of discharge from the treasurer of the Trustees of the Widows' and Orphans' Fund of the Western District of the city."

When the original bill was passed, in 1869, visions of a more complete and efficient Fire Department, which would handle fires more expeditiously and with less bickerings and squabbles, arose before the eyes of the citizens. They thought well of their volunteer brigade, but they wanted something better and more under their control. The news that the Governor had affixed his signature to the bill, therefore, was greeted with joy by the community.

Then came the appointment of the Commissioners. Mayor Kalbfleisch, Alderman Bergen (president of the Board of Aldermen), Street Commissioner Furey, Comptroller Johnson and City Treasurer Sprague were authorized by the new act to nominate five persons, and then ballot for four commissioners—the four receiving the highest number of votes to be declared elected. A meeting was held in the Comptroller's office, and the following names were selected upon which to ballot: Frederick S. Massey, Hugh McLaughlin, William A. Brown, Anthony F. Campbell, Rodney Thursby and D. D. Briggs, the first four of whom were elected. At the first meeting of the new board, which was held in the Comptroller's office on Saturday, May 22, 1869, the members drew lots for terms of office. McLaughlin was the first who tempted fate, and drew out an eight-year ticket from the hat. Massey followed, and drew out a coupon bearing a similar term. Messrs. Brown and Campbell, of course, drew six years slips. They were then sworn in by the City Clerk, after which officers were chosen as follows: President, F. S. Massey; treasurer, Hugh McLaughlin; secretary, C. A. Sparks. Almost the very first thing which the board did in its official capacity was to notify the president of the Metropolitan Police Department that one section of the new bill provided that the police should cooperate with the firemen in every way, and arrest all persons who might violate any rule of the Board or the Department in connection with the extinguishment of fires. The next thing was to improve the condition of the Department as far as possible, and with that end in view, Chief Engineer Smith of the Eastern District, and Chief Engineer Cunningham, of the Western District, were ordered to furnish a complete list of the apparatus in use by the Department and its condition. Briefly summed up, the reports were in effect as follows: Western District—one Chief, seven Assistant Engineers, 1,743 enrolled members, fifteen steam fire-engines, two hand-engines, thirteen hose-carriages, and six hook and ladder trucks. Eastern District—one Chief, four Assistant Engineers, 610 enrolled members, three steam-engines, three hand-engines, ten hose-carriages and three hook and ladder trucks. The totals in the two districts footed up 2,366 members, eighteen steam-engines, five hand-engines, twenty-three hose-carriages, nine hook and ladder trucks; hose, 27,000 feet, of which 12,000 feet was in good, 9,000 in ordinary, and 6,000 in bad condition. In the Western District, so it was stated by Chief Engineer Cunningham, nine engines were in bad condition, and only five fit for use by the new Department. Four hand-engines and four-

teen tenders could also be used, but only three of the five hook and ladder trucks were in good order. He recommended that the Department be furnished with eight second-class steam-engines at once. Chief Engineer Smith reported regarding the apparatus in the Eastern District that of the six engines only two could be adapted to the uses of the paid Department, and that none of the hose-carriages were fit to be employed, being too lightly built. Of the three hook and ladder trucks, but one could be used under the new system, and that only with some expense for repairs and alteration. On May 26 another meeting of the Commissioners was held in the City Hall, when standing committees were appointed as follows:

Apparatus—McLaughlin, Brown; Finance—Campbell, McLaughlin; Buildings—Brown, Campbell; Supplies—McLaughlin, Brown; Appointments—the Board; Repair Shop—Campbell; Telegraph—Brown, Campbell.

At another meeting, on the following day, the Commissioners decided upon the building then occupied by Engine No. 17, on Jay, near Willoughby Streets, as a suitable place for headquarters, and early in June it was fitted up with offices, where the Board took up their position.

The Commissioners made it one of their first duties to visit all the Fire Department buildings. They inspected the Western District first, and were struck with the general bad condition of the apparatus; it was extremely dirty, and in some cases the buildings were falling to pieces. Many engines were practically useless; hose dry, dirty, and cracked; some of the engine-houses occupied by private families, and others in various respects unfit for use—while in many instances both houses and apparatus were in excellent condition, reflecting credit on the companies charged with their custody. That the Commissioners had a big task before them to reorganize the Department was very evident, as was also the fact that it would require the expenditure of a large amount of money.

After much deliberation the Commissioners decided to dispense with the following engines and companies: Union, No. 5; Columbia, No. 10; Hibernia, No. 16; Montauk, No. 22; Goodwill, No. 4; Jackson, No. 11; Eagle, No. 13; Truck, No. 1; Atlantic Hose, No. 1; Mechanic Hose, No. 2; Frontier Hose, No. 5; Bedford Hose, No. 11; Eureka Hose, No. 14; and Excelsior Hose, No. 9, E. D. The 632 officers and men attached to those companies received notice that they would be relieved from duty from June 1, 1869, and on that date some of the houses were closed, transfers were made to others, and discarded apparatus was stored. New apparatus was ordered, houses and stables built, and on July 27, a revised schedule was published of the existing companies and locations.

THE COMPLETED DEPARTMENT.

It being announced that the Commissioners would make public the names of the successful applicants for appointment in the new Department, a large number of the hopeful assembled in front of the headquarters in Jay Street on the morning of September 15, 1869. The successful candidates were called up and informed of their appointment and given some general instruction. The following is the full list of appointments made:

HEADS OF DEPARTMENTS.

Chief Engineer, John Cunningham. (Appointed May 31, 1869.)
 Assistant Chief Engineer, John W. Smith. " " " "
 District Engineer, James Gaffney.
 " " James Shevlin.
 " " Charles B. Farley.
 " " Thomas F. Nevins.
 " " George Veritzan.
 " " William A. Minard.
 Superintendent of Horses, Arthur Quinn.
 Superintendent of Repair-Shop, Patrick Hughes.
 Foreman of Harness-Shop, John McGronen.
 Secretary of Department, Caspian S. Sparks.
 Messenger, Thomas Heffern.
 Surgeon, William F. Swalm, M. D.

APPOINTMENTS TO ENGINE COMPANIES.

ENGINE No. 1.—John J. Reid, Foreman; Frederick J. Manning, Engineer; John Begley, Stoker. Privates—James Connors, James Donohue, John Morgan, and M. Quinn.

ENGINE No. 2.—James Doyle, Foreman; Francis Curran, Engineer; John Geary, Driver; James Fitzpatrick, Stoker. Privates—Andrew Douglass, James Farrell, Andrew Leonard, Henry Ryan, Robert O'Donnell.

ENGINE No. 3.—Peter Fagan, Foreman; David Kelly, Engineer; Edward Fitzsimmons, Driver; James Butler, Stoker. Privates—Patrick Fagan, Patrick Keating, Samuel Duff, Patrick McKenna, James Haggerty.

ENGINE No. 4.—Daniel J. Garrity, Foreman; William H. Ford, Engineer; Charles McChesney, Driver; Michael Bennett, Stoker. Privates—John Duyer, A. J. Lyons, Cartwright McBride, S. A. Love, Thomas Kelly.

ENGINE No. 5.—James Dale, Foreman; William H. Shaw, Engineer; John Butler Driver; Henry King, Stoker. Privates—Thomas F. Byrne, James W. Dean, John A. Fay, David McConnell and Charles F. Pouch.

ENGINE No. 6.—Patrick Lahey, Foreman; James Lahey, Engineer; Arthur Johnson, Driver; John J. Powell, Stoker. Privates—Edward J. Horan, Bernard McLaughlin, James Riley, Patrick Harrison, and Michael Dundon.

ENGINE No. 7.—William Hagan, Foreman; William F. Hagan, Engineer; Daniel McCauley, Driver; Charles Foe, Stoker. Privates—Andrew McShane, John Mallin, Richard Smith, Thomas Mackin and Frank J. Rynn.

ENGINE No. 8.—James Walsh, Foreman; William Brennan, Engineer; Patrick Murphy, Driver; Michael McCann, Stoker. Privates—Samuel Burns, Charles Johnston, Peter Fitzpatrick, John McCole and John McDonald.

ENGINE No. 9.—James Cunningham, Foreman; James W. Connell, Engineer; Edward Fitzgerald, Driver; John E. Malone, Stoker. Privates—James Brennan, John Farrell, Moses Morgan, James Cassidy and John Friel.

ENGINE No. 10.—William Harris, Foreman; Benjamin Carman, Engineer; Joseph H. Bennett, Driver; Charles McDonough, Stoker. Privates—Zach Simmons, William A. Beardall, Thomas Lee, William H. Sherry and James Gannon.

ENGINE No. 11.—Peter Spence, Foreman; Alfred E. Grundman, Engineer; George A. Frost, Driver; J. F. Grundman, Stoker. Privates—John J. Fanning, Daniel R. Ketcham, Cornelius Woglom, Jr., John E. Huthwaite and George W. Thompson.

ENGINE No. 12.—Michael Kelly, Foreman; Andrew Tennant, Engineer; J. Watson Taylor, Driver; John Olmstead, Stoker. Privates—James Walsh, John Fielding, Thomas McCaffrey, John Kane and John Connor.

ENGINE No. 13.—John McMillan, Foreman; Andrew Taylor, Engineer; Edward Murray, Driver; Patrick Murray, Stoker. Privates—William O'Brien, John McMail David Baxter, Joseph Bell and Platt Van Cott.

APPOINTMENTS TO TRUCK COMPANIES.

TRUCK COMPANY No. 1.—Timothy Nolan, Foreman; James Ennis, Driver. Privates—Samuel C. Brower, James Donnelly, James Smith, John McGee, George Breslin, Michael J. McCarron and Elisha Sneethen.

TRUCK No. 2.—John Dooley, Foreman; Theo. S. Munson, Driver. Privates—James F. Mulligan, George L. Appelgate, Dennis McGroarty, Richard C. Lamb, Thomas Sweeney, Thomas F. Barry and Charles T. Wiegand.

TRUCK No. 3.—Samuel G. Huestis, Foreman; Michael McGinness, Driver. Privates—John Bradley, Peter Campbell, Edward Finn, Patrick Dougherty, Henry J. Adair, William Higgins and James McLaughlin.

TRUCK No. 4.—Timothy F. Foley, Foreman ; Benjamin R. Bates, Driver. Privates—John W. Hamilton, Charles E. Quinn, Thomas J. Hamilton, James Slavin, Cornelius Noonan, Mortimer W. Casper and John L. Otten.

TRUCK No. 5.—Joseph Brennan, Foreman ; Peter Ricards, Driver. Privates—Jesse Seaman, Fred W. Dauber, John Riley, James Flaherty, Thomas Meegan, Owen S. Campbell and Thomas McKeever.

TRUCK No. 6.—Enoch S. Kepple, Foreman ; Daniel Sullivan, Driver. Privates—Edward Hinnessy, James Collins, John McKenna, James McNeil, Bernard F. Donnelly, Martin Phelan and John Connolly.

When all the appointments were made, the Foremen were called in and instructed as to their duties and when they were to take charge of their companies. Particular attention was called to the fact that the horses were new and green and that care in the handling of them at fires must be taken. A copy of rules neatly bound was given to each Foreman. The District Engineers were instructed as to their particular duties, and when this was over the organization of the new Department was completed.

At seven o'clock on the morning of September 15, 1869, the new Fire Department went finally and fully into operation ; the horses and apparatus passed into the possession of the new Foremen and Engineers appointed by the commissioners. The change had been quietly made and the old Volunteer Department, which for half a century had protected the property of the citizens of Brooklyn without reward, had peacefully passed away. It had been discarded, not from any faults of its own ; not that volunteers were lacking, or were less prompt, active and zealous in the performance of their arduous duties, but because of the changed condition of the service. The introduction of steam fire-engines and other improved means of extinguishing fires necessitated changes incompatible with the old volunteer system. The paid attachés of the Department had increased in number until the only volunteers were the men who dragged the engines to the fires, work that could be better done by horses. On that date the *Eagle*, in its leader said :

“ In finally parting with the old volunteer Fire Department, a few words of tribute are due to its memory. With all its faults it was a noble institution. We honor and exalt the soldier's profession and extol his devoted heroism in braving hardship and periling his life in his country's service. The work of the fireman is hardly less exacting and often as perilous. The fireman is liable to be summoned at any hour of the night to brave all weathers, to work laboriously for hours and often risk his life in trying to save the property and perhaps the lives of his fellow-citizens.

“ Up to this day men have been found to do this work without pay, without the stimulus of glory which awaits the soldier. Our volunteers never faltered in their duty, no city in the coun-

try had a more effective Volunteer Department than Brooklyn could boast; it was efficient to the last, and the close of its career was not the least honorable part of its record. The paid fire department law went into operation some five months ago, but it took the commissioners until now to perfect all their arrangements for the reorganization of the Department. The volunteers were, not unnaturally, not favorably disposed toward the change by which few of them expected to profit. But no signs of mutiny nor evidences of demoralization were known. For months a large body of men have been working without pay in the nominally paid Fire Department. Yet they were true to their self-imposed obligations to the last, turned out when the alarm-bell summoned them as promptly, and worked as zealously as ever up to the day of their dismissal, a fitting answer to the charges that the turbulent element predominated in the Department and so endangered its usefulness as to justify its disbandment.

“It has closed in the most becoming manner an honorable career, and Brooklyn must ever remember the old Volunteer Fire Department with gratitude for the service it has done in its days.”

THE FIRE-ALARM TELEGRAPH.

When the present Fire Department came into existence, the alarm and electrical apparatus consisted of four bell towers; one at the City Hall, a second at the corner of Hicks and Sackett Streets, a third at North First Street and Bedford Avenue, and the fourth on Ten Eycke near Ewen Street, with men to ring the alarms. The City Hall tower was connected with police headquarters by a single telegraph wire, but messages could only be received at the tower by this means, no facilities being provided for the transmission of messages from it. In less than a year, however, two wires were run from the City Hall tower, connecting it with all the engine and hook and ladder houses in the Western District. Subsequently, two wires were also run from the North First Street tower to all the houses in the Eastern District. Another wire was run from the Hicks Street tower to the City Hall, and one from the Sixteenth to the Fourteenth Ward tower. For all fires south of Flushing Avenue, the alarms were transmitted, first on one line and then on the other, to all companies in the Western District, and the alarm was also sounded on the bells. The same method prevailed in sending alarms from the Fourteenth Ward tower to the companies in the Eastern District. At this time, too, the city was divided into fourteen sub-sections—eight in the Western District and six in the Eastern. The code of signals employed for giving alarms was similar to that which was in vogue in other large cities. Immediately upon the discovery of a fire, some one would rush to the nearest police station and inform the officer in charge. That individual would notify the nearest bell-tower, *via* police headquarters. The bellringer, by means of an instrument which embodied the thumb-piece of the present transmitter, would communicate the number of the district in which the fire was located

to the several companies by means of a series of taps. When this much had been accomplished, he would strike the alarm on his bell. Upon receiving the signal, the engines and trucks hastened to the district indicated, and scoured around it until they discovered the location of the fire.

The manifold disadvantages and loss of valuable time incurred by the use of such a signal system were only too apparent. In December, 1869, President Massey, of the Board of Fire Commissioners, arranged a system of ringing the alarm bells, which enabled the firemen to drive almost direct to a fire, instead of having to skirmish over the whole district for it. By means of the new system, first the district was telegraphed and then the particular section in which the fire was. A schedule of the new arrangement was submitted by Mr. Massey to the full Board, and on and after February 1, 1870, alarms of fire were sounded in accordance with this schedule.

The first private building to be equipped with a box was Jewell's Mill, Fulton and Furman Streets. It connected with a line of wire running to all the engine-houses and the City Hall bell-tower as well. In 1873 the number of these instruments in private buildings had increased to thirty, but as the city grew apace—the buildings erected being mostly of wood—the almost utter uselessness of the system became more and more apparent. The instruments could only be employed by operators who thoroughly understood them, and then, very frequently, mistakes were made in striking the requisite number of taps. If a fire broke out during the night, one who wished to give the alarm would, perhaps, find the nearest instrument located in some factory. Rousing the watchman was not always speedily accomplished, and the nearest police station would have to be notified, or else there would have to be a long wait until the flames were high enough for the watchman in the nearest tower to "pick the fire up," as it was termed. The instruments, too, were continually getting out of order, very slight changes in the weather seriously affecting them. Then, again, when a break occurred in the wires, it was sometimes necessary for the linemen to go over the roofs of hundreds of houses before the offending wire was found. Very frequently fifteen or twenty minutes elapsed before an alarm reached the Fire Department after the discovery of a fire. Despite the improvements in the alarm system the Commissioners were fully aware that the system was still very faulty, and urgently advised a change. The schedule introduced by Mr. Massey was followed for some considerable time, but in 1873, he laid a lengthy petition before the Common Council, in which he pointed out the city's great danger. The number of places from which alarms could be transmitted had not been increased from the original thirty, and the only improvement had been the establishment of the location numbers in the districts. Mr. Massey stated that not over ten in a hundred persons knew how to send out an alarm by means of the instruments in use; and that on an average the distance from each fire that had occurred to

the nearest alarm station was three-eighths of a mile, which distance had to be traversed by some one before the alarm could be sent out. He showed that there was scarcely a point in the city which one or more engines could not reach in five minutes after the alarm had been received, but twenty or thirty minutes frequently elapsed before the firemen were notified that there was a fire. The critical period of a fire was the first few minutes after its breaking out, and if the engines could be summoned promptly enough to gain the advantage at the start, there would be a less number of heavy losses to record. The alarm system which was the cause of all these complaints had cost the city about \$5,000, and Mr. Massey, in behalf of the Board of Fire Commissioners, asked for \$10,000 additional for the purpose of improving the service. The Department, however, did not get it at that time. In January of the following year (1874) another petition was laid before the Council, but it met a similar fate. In this petition particular attention was called to the fact that during the three last months of 1871, the average loss per fire was \$2,700; in 1872 it was \$7,024; in 1873, \$3,499 and in 1874, \$3,595. Matters were allowed to remain *in statu quo* until 1878, when the city was presented with thirty-eight fire-alarm telegraph boxes, made by Pearce & Jones, which were placed at various points in different thoroughfares, together with additional instruments in the City Hall and Fourteenth Ward towers. Additions were made to this equipment from time to time, until at the end of the year mentioned there were fifty public and sixteen private boxes connected with the Fire Department by sixty-five miles of wire, strung on 779 poles. In November, 1879, a "central office" system was installed on the top floor of fire headquarters, then located at No. 367 Jay Street, but it was not put into operation until December 22, 1880. During the year 1884, the ringing of alarms from the bell towers was discontinued, and the Sixth and Seventeenth Ward towers were torn down. Early in 1885, by order of the Common Council, the ringing of alarms in the City Hall and Fourteenth Ward towers was resumed. In 1884-5, all wires in the Eastern District were extended to headquarters, thereby centralizing all alarms at that point. A telephone system and an exchange switchboard were added in 1887, with sixty-seven telephones connecting with each officer's quarters and the fire houses. The police and ambulance systems were also located in the same room at headquarters.

In August, 1884, the Department received fifty-two Gamewell non-interference alarm boxes, and from time to time the old Pearce & James boxes were replaced by the new ones, until January 1, 1888, when all the public alarm boxes were of the Gamewell pattern. In 1883, the central office system (automatic) had nine circuits "connected up," and in working order, some metallic and some grounded. It now has twenty-three metallic and one ground circuit, the latter being connected with the New York Insurance patrol, and forty-nine telephone circuits.

Since 1882, the bureau has grown from twenty engine-house instruments, sixty-seven public and twenty-seven private alarm boxes (individuals owning the latter, which the Bureau, after purchase, connected free of charge), to eighty-four conversational and box line sets of instruments; seventy-four alarm gongs, 461 public alarm boxes and 129 private alarm boxes. The Department has in service 373 miles of aerial wire stretched on 2,172 poles, crossing over 284 streets. There are 2,070 feet of aerial and ground cable, containing 38,050 feet of insulated conductors, strung on the King's County elevated railroad. In "box" conduits there are 28,750 feet of rubber insulated wire.

Superintendent Watson purposes making many changes in the apparatus of the Telegraph Bureau, when the latter is located in the new headquarters on Jay Street. He has visited Denver, Kansas City, St. Louis, Chicago, Milwaukee, Detroit, Buffalo, Pittsburgh, Philadelphia, Baltimore and Boston, and at each of these cities he has inspected the fire-alarm telegraph apparatus. In each place he has learned something and he will give the Brooklyn Department the benefit, by introducing new apparatus which will facilitate the service. One important accessory to the bureau will be a clock, which will automatically report, every fifteen minutes, the condition of all the fire telegraph wires in the city. When a break occurs in a wire, the machine will register on paper the location of the defective wire, and the exact spot where the break has occurred.

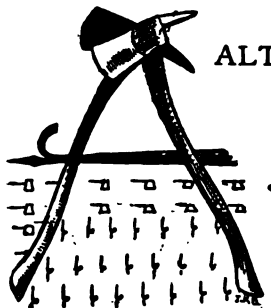
An important extension of the fire-alarm facilities has recently been made, in the adoption by the Commissioner, under authority of a resolution of the Common Council, of the Sachs Instantaneous Auxiliary Alarm system. This system furnishes alarm boxes in private buildings, connected with the regular street boxes, by means of which the Department is notified of a fire the instant it occurs, without the usual delays caused by finding the key to the street box, running to the box, opening it, and sending the alarm. The ten to fifteen minutes thus saved at the very beginning of a fire will prevent its gaining headway, and many fires which might otherwise become serious will be nipped in the bud. The boxes are small and ornamental, and may be placed on every floor in a factory or residence, so that the engines may be summoned, often by merely wheeling around in one's chair and touching a button. What the boxes do when operated is simply to perform the same work at the nearest street box as would be performed by a person after he had reached the street box, opened it, and set it in motion. Any number of private boxes may be connected with the same street box without interference. A beautifully ingenious device provides for informing the sender of an alarm that his alarm has been received at the engine-house, the dropping of a small disk in his private box revealing the printed notice: "Alarm received." This notice cannot be disclosed until the current has actually started the street box, sounded the engine-house alarm, and returned by the return wire to the sender. If

there should be any disarrangement of the wires, the return message will not be received. But a disarrangement is almost impossible in the system, and should one occur, it is automatically reported on separate wires to a central office, without awaiting a fire call to disclose the trouble in an emergency. The adoption of this system, so complete in its provisions and so perfect in its workings, will mark another step, and a long one, in Brooklyn's boasted immunity from serious fires, such as is enjoyed by no other large city in the world.

CHAPTER V.

EX-COMMISSIONERS.

THE FIRST COMMISSIONERS AND THEIR SUCCESSORS—FREDERICK S. MASSEY—
HUGH McLAUGHLIN—WILLIAM A. BROWN—ANTHONY F. CAMPBELL—R. M.
PHRANER—JAMES RODWELL—DAVID WILLIAMS—JAMES RYAN—BERNARD GAL-
LAGHER—MOSES J. WAFER—PHILLIP F. BRENNAN—JACOB WORTH—JOHN N.
PARTRIDGE—RICHARD H. POILLON.



ALTHOUGH twenty-three years have passed since the Brooklyn Fire Department was made a corporate institution, the majority of the men who served as commissioners are alive and well to-day. Hugh McLaughlin, F. S. Massey, William A. Brown, and Anthony F. Campbell were the first Commissioners the city ever knew. When the bill establishing the new Department was signed by Governor Hoffman, in 1869, it was brought to Brooklyn by McLaughlin and was read in the City Hall. It called for four Commissioners, who were chosen in the manner already described and as named above, and immediately assumed their official duties. Massey became president of the board. In November, 1872, A. F. Campbell resigned, and R. M. Phraner was appointed in his place. In 1873 the governing power at the Department was reduced from a "Four-headed" to a "Three-headed" Commission. F. S. Massey, Hugh McLaughlin and R. M. Phraner were reappointed by Mayor Hunter. The latter's term expired July 1, 1875, and the vacancy was filled by James Rodwell. In 1876 Mayor Schroeder appointed David Williams, James Ryan and Bernard Gallagher as successors to the Fire Commission, and they served from 1877 until 1879, when Mayor Howell reappointed Hugh McLaughlin, and appointed Moses J. Wafer and Phillip F. Brennan as associates. They served until June, '80, when they were legislated out of office by the bill which created the "Single-head" Commission, which

is in force to-day. Jacob Worth was the first to be appointed under that head, and he served from June, '80, until Feb., '82. Col. John N. Partridge succeeded and remained in office until 1884. Richard H. Poillon served from 1884 to 1886, and on Feb. 1, 1886, John Ennis, the present Commissioner, was appointed, and was reappointed in 1888.

FREDERICK S. MASSEY.

Frederick S. Massey, who served as president of the Commission during its first eight years of existence, is remembered as a cool-headed, far-seeing official, who assisted materially in piloting the new Department through its infancy. He was born in Watertown, Jefferson County, N. Y., in 1839. His grandfather, Hart Massey, a native of Vermont, was the first settler in that part of the State. The youngest of his seven sons was Marcellus, the father of Frederick S. Massey. The latter came to Brooklyn with his parents in 1842. He received his education in Professor Benjamin Dwight's school, on Livingston Street, near Sidney Place. Leaving school at the age of twenty years, he entered the produce commission house of L. Roberts & Co., where he remained until the year 1859. He then became one of the firm of F. A. Van Dyke, Jr., Son & Co., and he remained there until the firm dissolved. In 1862 he joined the old Volunteer Fire Department, and in six months he was appointed Foreman of Engine Company No. 14, in Pierrepont Street. He served in that capacity until 1869, when the paid Department was created very largely by his efforts, and served as president of both the "Four-headed" and the "Three-headed" Commissions. He was legislated out of office in 1877 by the "Shannon deal," by which all Democratic office-holders were discharged. Strange as it seemed at the time, the late David Williams, who succeeded him as president, was the only Republican on the Commission; his colleagues, Bernard Gallagher and James Ryan were Democrats. The same year Mayor Howell appointed Massey president of the Board of City Works, to succeed General Slocum. He was reappointed by Mayor Howell in 1879, and served until 1881. From that year until 1882 he practised law, and was then appointed a police justice to fill the vacancy in the Gates Avenue Court caused by the death of Judge Francis B. Fisher. At the expiration of the term he was reappointed and served for four years, after which he was succeeded by Judge Tighe. Since then he has practised law, and now commands a reputable and remunerative practice.

Ex-Judge Massey is universally regarded as the father of the present Fire Department, and was its mainstay for many years. It was he, who, in 1869, drew up the bill which created the paid Department, took it to Albany, and on the last day of the Legislative session that year succeeded in having it made a law. As president of the Board of Commissioners he secured the passage of a bill which authorized the sale of considerable old and useless fire apparatus which realized about \$70,000. He orig-

inated the idea of consolidating the Building and Fire Departments, and created the Board of Combustibles, as well as the Firemen's Pension Fund, which now has a bank account of over \$100,000. A local daily paper thus speaks of him in its issue of July, 1870: "He commences nothing without first calculating the chances—first surveying the length and breadth of the subject; next examining who are to be engaged in the work, how much and how well they can do, and how long they can endure before beginning to think 'There's been enough of this sort of thing.' Positiveness is one of his features, and a frank expression of opinion leaves no person in doubt as to any business with which he is connected. It is rarely that he goes astray; should he do so, let no more of that sort approach him ever after."

He is a Trustee of the old Volunteer Firemen's Fund and has held that position since 1862. He has been connected with the direction of the Inebriate Home for many years, and was lately elected vice-president of the Board of Directors of that institution. He is a member of the Society of Old Brooklynites.

HUGH McLAUGHLIN.

Hugh McLaughlin, Brooklyn's Under Sheriff, was one of President Massey's ablest colleagues on the first Board of Fire Commissioners. He was born in the First Ward in Brooklyn, April 3, 1827, and is a son of the late John McLaughlin. He was educated at John Murray's school, which was then situated under St. James' Church on Jay Street, McGowan's school on Jay near Concord Street, one or two public schools, and finished his education at O'Hagan's school, then held under the old Gothic Hall on Adams Street. He at once turned his attention toward learning a trade and apprenticed himself with Murtha Rearden, a cooper of Pearl Street. Young McLaughlin remained with Rearden until he was twenty years old, and devoted himself to his trade until 1856, when he was appointed a deputy-sheriff by Sheriff Jerome Ryerson. The same year he was elected Supervisor of the Second Ward by the Democrats. In 1857 he was reappointed a deputy by Sheriff George Remsen. The succeeding year found him an Inspector of the Custom House, under President Buchanan. He was re-appointed by President Lincoln and served a second term of four years. In 1866-7 he represented the Second District in the Aldermanic Chamber.

His connection with the Fire Department has been a long and worthy one. He entered the old Volunteer Department in 1846, and joined Engine Company No. 1 in Prospect Street. Later he became a member of Engine Company No. 6, in Pearl Street, where he remained until the paid Department was organized. In his appointment as Commissioner under the new *régime* in 1869, he received a well-merited reward for faithful service. From the time of his appointment he was always in favor of any movement which would benefit the Department. When the "Three-headed" system



MEMBERS OF "THREE-HEADED" AND "FOUR-HEADED" COMMISSIONS.

FREDERICK S. MASSEY,
May 22, 1869—November 5, 1877.

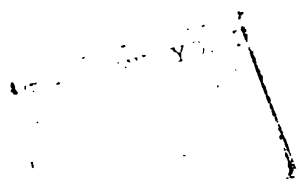
WILLIAM A. BROWN,
May 22, 1869—August 13, 1877.

JAMES RODWELL,
July 1, 1875—November 5, 1877.

HUGH McLAUGHLIN,
May 22, 1869—November 5, 1877.

ANTHONY F. CAMPBELL,
May 22, 1869—November 1, 1872.

JAMES RYAN,
November 5, 1877—September 5, 1879.



was inaugurated in 1873 Mr. McLaughlin still kept his place and was legislated out of office for political reasons in 1877. In 1879 he was again appointed and served until 1880, when the "Single-headed" Commission came in. From that year Mr. McLaughlin retired into private life until 1885 when he was appointed under sheriff by Sheriff Charles B. Farley. Sheriff Courtney reappointed him in 1891. Mr. McLaughlin is a member of the Constitution and Portland Clubs and a number of shooting and fishing organizations, in which sports he takes considerable interest.

WILLIAM A. BROWN.

William A. Brown, another of the members of the first Board of Commissioners, was born in Rahway, N. J., on September 23, 1835. When he was ten years of age, his parents removed from Rahway and took up their residence in South Brooklyn, where they resided for two years. In the spring of 1847 they moved to Williamsburg, where Mr. Brown continued his studies in the public school until he arrived at the age of fourteen. In pursuance of his resolution to become self-supporting, he took a position in a New York wholesale cloth house, where he remained for two years. He then took a clerkship with his father's firm of Hardy & Brown, lumber dealers, at the foot of North First Street, where he remained for four years. During this time he became quite a popular young man in the Ward in which he lived, and had learned enough about politics to secure a clerkship in the County Register's office. Two years later found him advanced to clerk of the Fourth District Court, in which capacity he served for twelve consecutive years. He cast his first vote in 1856 for James Buchanan for President of the United States, and has voted the straight Democratic ticket from that time to the present. Appointed a Fire Commissioner in 1869, he took a useful part in the organization of the new Department, remaining a member of the Board during the term of the "Four-headed" Commission. In January, 1881, Mr. Brown was appointed an accountant in the Board of Auditors' office, and he still retains that position. He is married and lives at No. 293 South Fifth Street, in the Thirteenth Ward.

ANTHONY F. CAMPBELL.

Anthony F. Campbell also was a member of the "Four-headed" Commission appointed in 1869 to organize the new Fire Department. He was born in Boston in December, 1822, and while still in his infancy removed to this city with his parents. Early in life he learned the sail-making business; and when he became a young man started in that business for himself on South Street, New York City. He prospered so well in business that a few years later he rented another building on West Street, and in both places he continued to do business until 1860, when he was elected Sheriff of King's County. During the riots of July, 1863, he gave shelter to several hundred

negroes who flocked to the jail for protection. On the 9th of March, 1865, President Abraham Lincoln appointed Mr. Campbell United States Marshal for the Eastern District of New York, for the term of four years; but he resigned the office in 1866 for personal reasons. On July 17, 1868, President Andrew Johnson appointed him deputy-postmaster of Brooklyn, in which capacity he served until May, 1869, when he received his appointment as Fire Commissioner. He remained in office until November 1, 1872, when he resigned to look after and improve a handsome country place which he had just purchased. Mr. Campbell was a member of the Wallabout Commission, and he labored hard for seven years to establish what has since been the connecting link between the Eastern and Western Districts. His brother Commissioners, Judge Alexander McCue and Seymour L. Husted, have since died and so have the contractors who did the work.

Mr. Campbell has been a fireman ever since he was old enough to run with a "machine," and is a member of the Veteran Volunteer Firemen's Association of this city. He became a member of the Volunteer Department on May 6, 1844, and attached himself to Franklin Engine Company No. 3, of which Frank Strycker was Foreman. In 1846 he organized Lafayette Hook and Ladder Company No. 1, and was Foreman of that company until 1848 when he resigned to organize Mechanic Hose Company No. 2. Two years later he organized and became Foreman of Washington Hose Company No. 6, of which company Sheriff Courtney became a member. He was a member of the Board of Trustees of the Volunteer Department for nineteen years, and served as president of both Boards of Representatives for thirteen consecutive years. On his retirement from the presidency, March 15, 1855, he was presented with a handsomely engrossed set of resolutions, which he esteems very highly. He received a certificate of honorable discharge from the Volunteer Department on the 23d of March, 1857. This certificate, together with those of his appointment as United States marshal, deputy postmaster, and that of his discharge from the Volunteer Department hang neatly framed on the walls of his library.

Mr. Campbell, although three score and ten, is still a very active man. He attributes his good health and long life to his custom of spending several months of the year at his country residence. He was a prominent politician in this city for many years, but when he resigned the office of Fire Commissioner, he also resigned all the cares and responsibilities of politics, and has since been seeking such recreation as will make his declining years the most pleasant of his life. He has a wife and family, and resides at No. 137 North Oxford Street.

R. M. PHRANER.

Ex-Fire Commissioner R. M. Phraner, better known in his lifetime as Mark among his intimate friends, was born in the old Ninth Ward of Brooklyn. While still in his

teens he joined the Volunteer Department, and ran with old Engine No. 9. By occupation he was a master bricklayer. He was appointed Fire Commissioner November 1, 1872, to succeed his brother-in-law, Anthony F. Campbell, whose term of office expired on that date. Mr. Phraner continued in office up to July 1, 1875, when he was succeeded by James Rodwell. In 1883 he was stricken with paralysis, which rendered him partially helpless for the rest of his life. For many years Mr. Phraner was the leader of the Republican party in the old Ninth Ward, and at the time of his death, which occurred in January, 1888, was an Inspector in the Board of City Works. Beside being an active politician, he was a member in good standing of Clinton Commandery, K. T., Commonwealth Lodge, No. 409, F. and A. M., Orient Chapter, No. 138, R. A. M., and the Veteran and Volunteer Firemen's Associations.

JAMES RODWELL.

James Rodwell was appointed by Mayor John W. Hunter in 1874 as a Fire Commissioner to succeed Commissioner Phraner in the "Three-headed" Commission. Mr. Rodwell was born in Norfolk, nine miles from London, England, on January 5, 1823, and although rapidly nearing the three-score-and-ten mark in the journey of life, he is still actively engaged in the real estate business, at No. 45 Broadway, Williamsburgh. He came to this country with his parents in 1832, the "cholera year." During the two years' residence of the family in New York City, Mr. Rodwell attended a public school in Rivington Street. In 1834 the family removed to Williamsburgh and took up their residence on First Street, near South First Street. Mr. Rodwell's father was a mason builder by trade, and when the family settled in Williamsburgh, young James worked with his father during the day, and attended night school. He continued in his father's employ until he arrived at the age of twenty-one, when he launched into the world on his own responsibility as a builder of no little importance, and at the same time took unto himself a wife. In the latter part of 1844 he joined the Volunteer Fire Department, attaching himself to Protection Engine Company No. 2. In 1857 he was elected a Commissioner of the Volunteer Department, in which capacity he served with Commissioners Richard Harding, William Hansen, Demas S. Strong and Mr. Meeks, for five years, when he severed his connection with the Volunteer Department. Under the "Three-headed" Commission, Mr. Rodwell had the entire supervision of the Building Department, and it was during this period that the Municipal Building was erected. As a Fire Commissioner he superintended the removal of 287 bodies from the ruins of the Brooklyn theatre fire. As a builder, he has erected some very fine buildings in the city of Brooklyn, and among them St. John's College for Girls at Willoughby and Summer Avenue, the Home of the Little Sisters of the Poor, at Bushwick and De Kalb Avenues, the Roman Catholic Church at Lewis and Willoughby Avenues, St. Vincent's

and St. Paul's Church on North Sixth Street, All Soul's Church on South Ninth Street, the Forty-Seventh Regiment Armory at Lynch and Marcy Avenues, a large tin factory on South Ninth Street, the office building of the Williamsburgh Gas Light Company at the corner of South Second Street and Bedford Avenue. He also built three sugar-houses in Williamsburgh and Greenpoint for Winchen, Dick, Sierck & Company, and any number of handsome and costly residences in the Eastern District. He retired from the building business about three years ago, and has since been engaged in the real estate business. Mr. Rodwell is an owner of real estate, and is a director in the King's County Savings Bank, the Manufacturers National Bank, the Williamsburgh Fire Insurance Company, and is president of the Cypress Hills Cemetery Company. He lives at No. 91 Hancock Street.

DAVID WILLIAMS.

David Williams was at one time a prominent figure in the Brooklyn Fire Department. He died, in fact, while holding office as president of the "Three-headed" Commission. He was born in New York City in the year 1838. After passing through the public schools with credit, he entered the National Law School at Poughkeepsie, and was, in due course of time, admitted to the Bar. He practised his profession for some years in partnership with his brother, Sidney Williams. Politics always possessed a charm for him; and, upon attaining his majority, he became an enthusiastic and active Republican. For four successive years he was elected chairman of the General Committee of his party in Brooklyn. Senator Conkling was one of his closest friends. When a delegate to the National Republican Convention he made himself conspicuous by his endeavor to secure the nomination of General Grant for a third term in the presidential chair. On November 5, 1877, he was made one of the "Three-headed" Commission of Fire and Buildings, and was at the same time appointed to the office of president of that Department. His colleagues were James Ryan and Bernard Gallagher, both of whom survived him. Their term lasted till September 5, 1879. Being a ready and impressive speaker and possessed of unusual vigor of mind and energy of body, his services were naturally in constant demand by his political party. He was, in consequence, much before the public, and became widely known and very popular. Mr. Williams married a Miss Sarah Gile, who, with her four children, survives him. He had two sisters and four brothers. Samuel and Edward are retired gentlemen, living at their country seats in Jersey, and Sidney is a lawyer, practising at the Brooklyn Bar. John Williams is dead. His mother, who was a remarkable woman in many ways, died at the advanced age of ninety-two, within the last three years. His parents, being Baptists, brought him up to their religious persuasion. He also belonged to the Masonic fraternity.



"SINGLE-HEADED" COMMISSIONERS.

JACOB WORTH,
June 24, 1880—February 7, 1882.

COLONEL JOHN N. PARTRIDGE,
February 7, 1882—February 5, 1884.

MAJOR RICHARD H. POILLON,
February 5, 1884—January 31, 1886.

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Never physically strong, he yet always displayed great nervous energy. Chronic pneumonia, against which he had fought for years, at last overpowered him, and he died July 22, 1879, at his home in Brooklyn.

JAMES RYAN.

James Ryan, who was one of the "Three-headed" Commission of the Department of Fire and Buildings, appointed by Mayor Schroeder in 1877, was born in the County of Clare, Ireland, June 10, 1844. He came to America with his parents in 1849. His father, Thomas Ryan, located himself in the Fifth Ward, Brooklyn, and lived there continuously up to November, 1891, when he died at the age of eighty years. Young Ryan was educated in Public School No. 7, and in the School of the Assumption. At the age of sixteen he entered the hat manufacturing establishment of his uncle, John Guerin, in the Fifth Ward, as an apprentice, and served there until he reached his majority. He then engaged in business for himself, and opened a hat store at No. 109 Fulton Street, where he remained for twelve years, assisted by his brother John. His appointment to a fire commissionership was gratifying not only to the Democratic party but to the general public, which regarded him as a man well fitted for the post. He did not disappoint them, as his career was marked by a display of good judgment and executive ability. Mr. Ryan held his office from November 5, 1877, to September 5, 1879. The records show that during that period there were more fires and less losses to the insurance companies than at any time subsequent to the creation of the Department. In 1880 he closed his store on Fulton Street and accepted the position of foreman in a New York hat warehouse, and has held that position ever since. Mr. Ryan resides at No. 166 High Street, which has been his home for the last sixteen years. His aged mother, who is an invalid, lives with him as well as a sister and a brother. Mr. Ryan never married. In religion he is a devout Catholic, in politics an ardent Democrat. He possesses those characteristics which invariably make a man popular; and a charitable and kindly disposition and unprejudicial public spirit.

BERNARD GALLAGHER.

Bernard Gallagher stands to-day in the foremost ranks of building contractors both in the city of Brooklyn and in New York. He was born in the County of Tyrone, Ireland, on June 29, 1838, and came to this country in June, 1845, with his parents, Owen and Rosa Gallagher, who located at Williamsburgh. He attended the public schools until thirteen years of age, when he began to learn the trade of ropemaker. He prosecuted this line of work for three years, when he relinquished it and turned his attention to carpentering. He served two years' apprenticeship with Owen McCarron, the father of Senator Patrick J. McCarron. After passing four years more in the apprenticeship

of William H. Noe on Schermerhorn Street, he worked as a journeyman carpenter until the autumn of 1861, when he reached his twenty-third year. He then went into business for himself as a carpenter and builder. On November 5, 1877, Mayor Schroeder appointed him one of the "Three-headed" Commissioner of Fire and Buildings, which office he held until September 5, 1879. He was one of the Commissioners who went into office when the "Shannon deal" decapitated Messrs. Massey, McLaughlin and Rodwell. The law at that time required one of the Commissioners of the Department to be a practical builder, as the Buildings Department was amalgamated with the Fire Department. Mr. Gallagher's knowledge of that business in all its details eminently fitted him for the position. He was regarded as one of the most useful members of the Board. Since the expiration of his term, Mr. Gallagher has devoted himself entirely to business. On July 25, 1866, he married Mary E., second daughter of George B. McGrath of Brooklyn. His family now consists of two sons and five daughters. Mr. Gallagher is a man of medium stature. He has iron gray hair, an exceedingly intellectual expression and manners which show at times great nervous energy. He belongs to the Roman Catholic Church and in politics has allied himself to the Democratic party. For ten years he was president of the order of the Sons of St. Patrick in this city and is also a member of the Hanover and Windsor Clubs.

MOSES J. WAFER.

Moses J. Wafer, who was a member of the "Three-headed" Commission from September 5, 1879, to June 24, 1880, was born in the County Wexford, Ireland, on the 28th day of October, 1850, and at the age of two years came with his parents to this country, and settled in the Sixth Ward, in which ward Mr. Wafer still resides. He received his education in the public schools of Brooklyn. At the age of fourteen he left school to take a clerkship in a grocery store. Three years later he went to learn the carpenter's trade with a well-known builder of this city. He worked seven years at the trade, and then turned his attention to the liquor business, in which he is still engaged. Owing to his thorough knowledge of the building business, he was appointed in 1878, an Inspector in the Building Department and detailed to duty in the kerosene bureau. He was appointed a Fire Commissioner September 5, 1879, and served in that capacity up to June 24, 1880, when the "Three-headed" Commission was legislated out, and the "Single-headed" Commission was created. In 1884, Mr. Wafer was elected to the Assembly from the First District, and was reelected from the same District for three successive terms thereafter. In 1889 he was appointed to fill the unexpired term of Mr. Kane in the Board of Aldermen, and in 1891 was elected from the First Aldermanic District for a full term, which expires January 1, 1893. Mr. Wafer is married and lives at No. 124 Harrison Street.

PHILIP F. BRENNAN.

Philip F. Brennan was born in Illinois, in 1843, and came to Brooklyn when very young. In 1861, when the war of the Rebellion broke out, though only a young lad, he enlisted in the Fourteenth Regiment of Brooklyn, and served throughout the war. After the war he embarked for a time in mercantile business, but finally identified himself with Republican party politics, and for two years he gave his whole time to it. He then became a commercial traveller for a large house in New York, and only occasionally visited his old comrades. He was always a familiar figure around the City Hall, and politically he was much sought after. With settled habits his career might have been a brilliant one; but erratic methods and a roving disposition militated against him. In 1871, he received an appointment in the Internal Revenue Department. About that time he took a deal of interest in the advancement of the Grand Army of the Republic, and he was a warm supporter of General James Jourdan, then one of its leading exponents. For several years he again "played with politics," but always seemed to meet with adversity. On September 5, 1879, he was appointed a Fire Commissioner, by Mayor Howell, along with Hugh McLaughlin and Moses J. Wafer, to succeed Commissioners Williams, Gallagher, and Ryan. In June of the following year, Brennan, along with his colleagues, was legislated out of office by the "Single-headed" Commission bill. Later on he drifted into the ranks of the Independent Democrats, and was a member of the political organization started by General Henry W. Slocum and John W. Flaherty, and afterward of Jefferson Hall. Later he returned to his old party and was a Republican at the time of his death, which occurred in March, 1888.

JACOB WORTH.

Jacob Worth, the first Fire Commissioner appointed under the act of the Legislature reducing the number of Commissioners from three to one, has had a phenomenal career. He is a striking example of a self-made man, and deserves to be classed among those who have won honor and become prominent in public affairs through native intelligence, untiring industry and faithfulness. He was born in New York City, in May, 1838. His opportunities for acquiring an education were exceedingly limited, for at the age of eight he was put to work in a rope-walk, where he served a six-years' apprenticeship. He then obtained employment as a teamster, and later on took up the occupation of a boatman. At the age of eighteen, he entered the United States Navy as an apprentice. During several long cruises he acquired not only a fair education but much worldly experience, which was of great benefit to him in later life. At the outbreak of the Civil War, Mr. Worth enlisted in the 139th Regiment, New York Volunteers. While serving with this regiment he made a record of which any man might be proud. In 1863, in recognition of his services, he was commissioned a

captain in the 84th Regiment, in which regiment he remained until it was mustered out of service at the close of the war. He was in a great many noted engagements, among them the Seven Days' Battle of the Wilderness, and those of the Peninsula campaign. After the war he took up his residence in the 16th Ward of Brooklyn, and began to interest himself in public affairs. Politically, he was a staunch Republican, and it was not long before his right to be a leader began to be felt in the ward: His popularity had become so great in the latter part of 1864 that he received the nomination for Assembly in the Ninth District, and was elected by an overwhelming majority. His constituents were so well pleased with his career in Albany, that they continued to reelect him for six successive terms. In 1879 Mr. Worth was appointed Commissioner of City Works, by Mayor Howell, and he is accredited with having saved considerable money for the city government during his time of service. On June 24, 1880, Mayor James Howell named Mr. Worth the first appointee of the "Single-head" Commission. During his administration, which continued up to February 7, 1882, many changes were made, and new laws and regulations introduced into the Department. One of the most important improvements made in the Department by Mr. Worth is the present system of fire-alarm telegraph. Mr. Worth was a presidential elector in 1868, and again in 1876; has been a delegate to nearly every Republican State Convention since 1876, and was a delegate to the Republican National Convention in 1876, and again in 1880. He was a member of the King's County Republican Committee for over twenty years, and served as a member of the Republican State Committee several years. He was elected a State Senator in 1885, and reelected in 1887, and ran for Congress against Mr. Bliss, but was defeated. Mr. Worth is an old volunteer fireman, and ran with Hose Company No. 2 for several years. He has a family, and lives at No. 94 Lee Avenue, in the Eastern District.

RICHARD H. POILLON.

Richard H. Poillon, who was Fire Commissioner in 1884 and 1885, was born in New York City on the 5th of November, 1846. He is the eldest son of the late Richard Poillon, a member of the firm of C. & R. Poillon, shipbuilders, of New York and Brooklyn. He was educated in the public schools and at the Polytechnic Institute, from which he graduated in 1864.

He entered the United States Military Academy at West Point in 1867, and graduated from there with high honors in 1871. After leaving West Point he started on a tour around the world, and was a member of the tourist party, who, under the direction of United States Minister De Long, first penetrated into the interior of Japan. Returning from this tour, which occupied about nine months, Mr. Poillon entered the United States regular army as a commissioned officer, and served about three years on

the frontier, principally in California and Arizona. In 1874 he resigned from the army and returned to Brooklyn, where he engaged in the lumber business on the Gowanus Canal. Subsequently, he retired from the lumber business to accept the position of chief Deputy Collector in the Internal Revenue office, under Colonel Rodney C. Ward, then Collector of the First District, New York. Mr. Poillon resigned this position in 1882 to accept that of Deputy Fire Commissioner, which was tendered him by Commissioner John N. Partridge, to succeed whom, in 1884, Duputy Poillon was appointed Fire Commissioner. Having had the experience of two years' service as deputy, Commissioner Poillon assumed office with an accurate knowledge of its duties and requirements.

Although greatly hampered by the passage of the Underground Telegraph bill, June 14, 1884, Commissioner Poillon, believing that the efficiency of the Department was greatly dependent upon the strength of its telegraphic service, bent all his energies toward making the latter as effective as possible during his term of office, and succeeded in affording protection to certain sections of the city which had been previously neglected. Commissioner Poillon was present in person, and in direct communication with Chief Nevins at all the principal fires which occurred during his term as Commissioner. It was during his administration that the fire-boat, Seth Low, was built, and several necessary companies were organized. Commissioner Poillon favored the organization of an insurance patrol for the protection of the dry goods district; and also, owing to the increase of high buildings, strongly recommended the organization of a life-saving corps.

When he was succeeded by Commissioner Ennis, Mr. Poillon devoted himself to the fire insurance business in this city and New York. In 1879 he was appointed Engineer officer with the rank of major on the staff of Brigadier General E. L. Molineux, a position which he held while Generals Brownell and Ward commanded the Fourth Brigade.

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CHAPTER VI.

THE FIRE COMMISSIONER, CHIEF ENGINEER AND HEADQUARTERS STAFF.

THE NEW HEADQUARTERS BUILDING—GRACEFUL, SOLID, AND WELL ADAPTED TO ITS PURPOSES — COMMISSIONER ENNIS — SIX NOTEWORTHY YEARS OF DEPARTMENT GROWTH — DEPUTY COMMISSIONER MOORE — A BROOKLYNITE'S WAR AND PUBLIC SERVICE—CHIEF ENGINEER NEVINS—TWENTY-TWO YEARS IN EXECUTIVE CONTROL—INSPECTOR CASSIN—A RESPONSIBLE POSITION ADMIRABLY FILLED—ASSISTANT CHIEF ENGINEER DALE—AN EXPERIENCED GRADUATE FROM THE CRACK VOLUNTEER COMPANY—ASSISTANT CHIEF ENGINEER PERRY—RESPONSIBLE FOR THE EASTERN DISTRICT—EX-ASSISTANT CHIEF ENGINEER SMITH—FIRE MARSHAL LEWIS.



MPERIALY housed in a building which is the most striking architectural feature of all the city's public buildings, are the chief officers of the Fire Department and their busy lieutenants. Here are the Commissioner with his Deputy and staff; the Chief Engineer with his subordinates; all the central offices of supervision and administration. Here is the reservoir into which flow all the streams of information from the remote parts of the city; the well-spring from which emanate the edicts that make and unmake men and officers, the plans for broadening and perfecting the Department work and all the multitudinous details of administration.

The headquarters building is in every detail worthy of the reputation of the great city that caused its erection. It stands on Jay Street, not far from the corner of Wiloughby. There is, in relation to its style of architecture, that peculiar combination of



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gracefulness and solidity which characterizes the Romanesque ; it is massive, but a contemplation of its chief features leaves no disagreeable impression of clumsiness in the mind of the observer. The building rises to a height of one hundred and twenty-six feet from the curb ; its frontage on Jay Street extends for fifty feet. The materials used in the construction of its *façade* are red granite from the quarries of Jonesboro, red Lake Superior sandstone, Tiffany brick and terra cotta brick moulding. The roof is covered with Spanish tiles, dark-red in color. The side and rear walls are composed of ordinary brick of the best quality.

The building contains a basement and five stories, all of which are fitted up elaborately and with due regard to the uses for which they are designed. The chief feature perhaps of the architectural appearance of the *façade* is a massive, rectangular tower, which rises from the basement foundation of granite and terminates in a pointed roof some forty feet above the rest of the structure. It is crowned by a flagstaff capped by a huge gilded eagle with outstretched wings. On either side the tower is flanked by turrets of rounded brick which end in sharp projections a short distance above the level of the last cornice.

A square doorway supported on pilasters of sandstone pierces the walls of the tower on the first floor ; the portions of the next three stories which lie behind the walls of this section of the building are lighted by windows divided by sashes of stone into four rectangular divisions of unequal size. Across the front of the entire structure there extends, above the windows of the fourth story, a heavy stone cornice on which rest the windows of the floor above ; these are cut up into smaller divisions than those below. There is, in the tower just underneath the coping, a circular window, while the space immediately beneath the roof of the main portion of the building is highest by a dormer.

At the right of the main entrance a great rounded arch embraces in its segment the whole front of the lower story ; it opens into the wagon-room and above it is a great mass of carving and ornamental scroll-work in stone. Intertwined with this are the letters which make up the words " Fire Headquarters." The windows above the arch in the next three stories are divided into double rows by pilasters of brick, which terminate below the cornice of the fifth floor in capitals somewhat resembling the Corinthian. On the extreme right of the structure another turret of rounded brick rises from the base of the second story to a point level with the roof. Wherever possible on the *façade*, on doorways and window-casings, on cornice and coping and turret, ornamentation has been lavished with a judicious regard for good taste.

The interior is scarcely less striking in its appearance than the exterior ; the first story is used as a wagon-room and a portion in the rear is divided into stalls. The flooring is of concrete while the walls are finished in enamelled brick. Every appliance

is provided for the accommodation of the various vehicles used by the chiefs of the different departments, and the arrangements for the care of the horses are unexcelled.

The main entrance, which leads into a tiled vestibule and hallway, is furnished with heavy oak doorways of antique finish; the elevator shaft is composed of iron drill-work. On the front of the second floor are three large rooms of almost equal dimensions; the middle one of these is occupied by Commissioner Ennis and the other two by his deputy and the Chief Engineer of the Department. In the rear are offices devoted to the use of the Assistant Chief Engineer, District Engineers, Fire Marshal, Inspectors and Assistants. There is also a toilet-room, and a vault for the storage of valuables. All the offices on this floor are finished in antique oak and furnished with every appliance and fitting calculated to promote the comfort of their occupants and facilitate the transaction of Departmental business.

The third floor contains the record offices and supply-rooms, a large apartment devoted to the personal use of the Superintendent of Supplies, and a trial-room where delinquent firemen are brought before the tribunal of the Commissioner. The fourth floor is practically one apartment and is used as a training-school, where every facility is afforded the embryonic fireman to acquire all the details connected with his hazardous calling. The fifth floor is used by the Telegraph Superintendent, inspectors, linemen, and all those minor officials whose business it is to keep the wires and electrical appliances of the Department in order. There are also storage and battery rooms on this floor. The basement is occupied by the heating and elevator apparatus. Every story, except the first, is furnished in hardwood, generally quartered antique oak, and the character of the work is such as to reflect the greatest credit upon those who secured its erection and superintended its construction. The building cost \$150,000 and was designed by architect Frank Freeman, of New York.

FIRE COMMISSIONER JOHN ENNIS.

It is an ill wind that blows nobody good; so the proverb goes, and that plea can doubtless be offered for "The Big Wind" that blew so hard in Ireland in 1838, that it has never been forgotten. Now one of the good things that this particular wind blew into the world, was an infant that has ever since been known as John Ennis. It was on Christmas Day, in the County Westmeath, that the infant John first saw the sunlight streaming through the windows of his parents' humble abode.

His father, Thomas Ennis, came to America while John was an infant, and was killed in a railroad accident. The boy attended a private school in Ireland taught by James Featherstone, a school-master of great renown in the County Westmeath. In the early part of the year 1850, John Ennis, with his mother, three brothers and a sister came to the United States, and established their first home in the Fifteenth Ward of



JOHN ENNIS, Fire Commissioner.



Brooklyn, and that is his home to-day. As they say in the West, he has "stood in his tracks" for over forty years, and won.

The battle of life commenced with him when he went to work at Marshall's ropewalk at the foot of Ewen Street, in the Seventeenth Ward, and "heaved the wheel," from four o'clock in the morning until six at night, for the enormous sum of twelve shillings a week, and when Saturday night came received his wages in pennies. When the labors of the day were over, he attended night school in South Second Street, to complete the education which he was so eager to obtain. At the age of sixteen, his mother bound him as an apprentice to Owen Thomas, a shoemaker, whose specialty was ladies' fine shoes. At the end of his term of service, he went out as a journeyman, working hard, saving his earnings, and advancing step by step, until at the expiration of eight years, he had acquired enough money to start a shoe manufactory of his own at the corner of Lorimer and Withers Streets, in the Eastern District. His venture was successful beyond his utmost expectations, and as the years came and went the building which he occupied became too small, and he removed his business to the more commodious quarters now occupied by him, at No. 790 Grand Street. It was thirty years ago when he began to manufacture ladies' shoes on his own account, and it was about that time that Mr. Ennis wooed and married Miss Elizabeth Gallagher, a very beautiful and accomplished young lady residing in the Eastern District. Five children were born to them, three of whom have died. The living are John Ennis, Jr., seventeen years of age; and a daughter, who is the wife of Mr. Samuel Irwin, a prominent citizen of the Eastern District.

The political career of Mr. Ennis began with the passage of the Chapin Primary Election bill, which after becoming a law resulted in the reorganization of the Democratic party in King's County. He was an earnest worker in the reorganization of the party, and became first president of the Fifteenth Ward Democratic Association, to which office he has from time to time been reelected. He has also been a member of the Democratic General Committee for several years past.

The first and only public office held by Commissioner Ennis is the one which he now so ably and satisfactorily fills, to which he was appointed by Mayor Whitney on the first day of February, 1886, to succeed Richard H. Poillon, whose term of office expired on that date. During the administration of Mr. Ennis as Fire Commissioner there have been such changes and improvements made as to place the Brooklyn Fire Department, in point of efficiency and equipment, second to none in the world. When he took charge, there were thirty companies, all told. Since that time, by reason of the rapid increase of population, he has deemed it prudent to organize eleven new engine-companies and five hook and ladder companies, so that at the present writing the Department has thirty-five engine-companies and twelve hook and ladder companies in

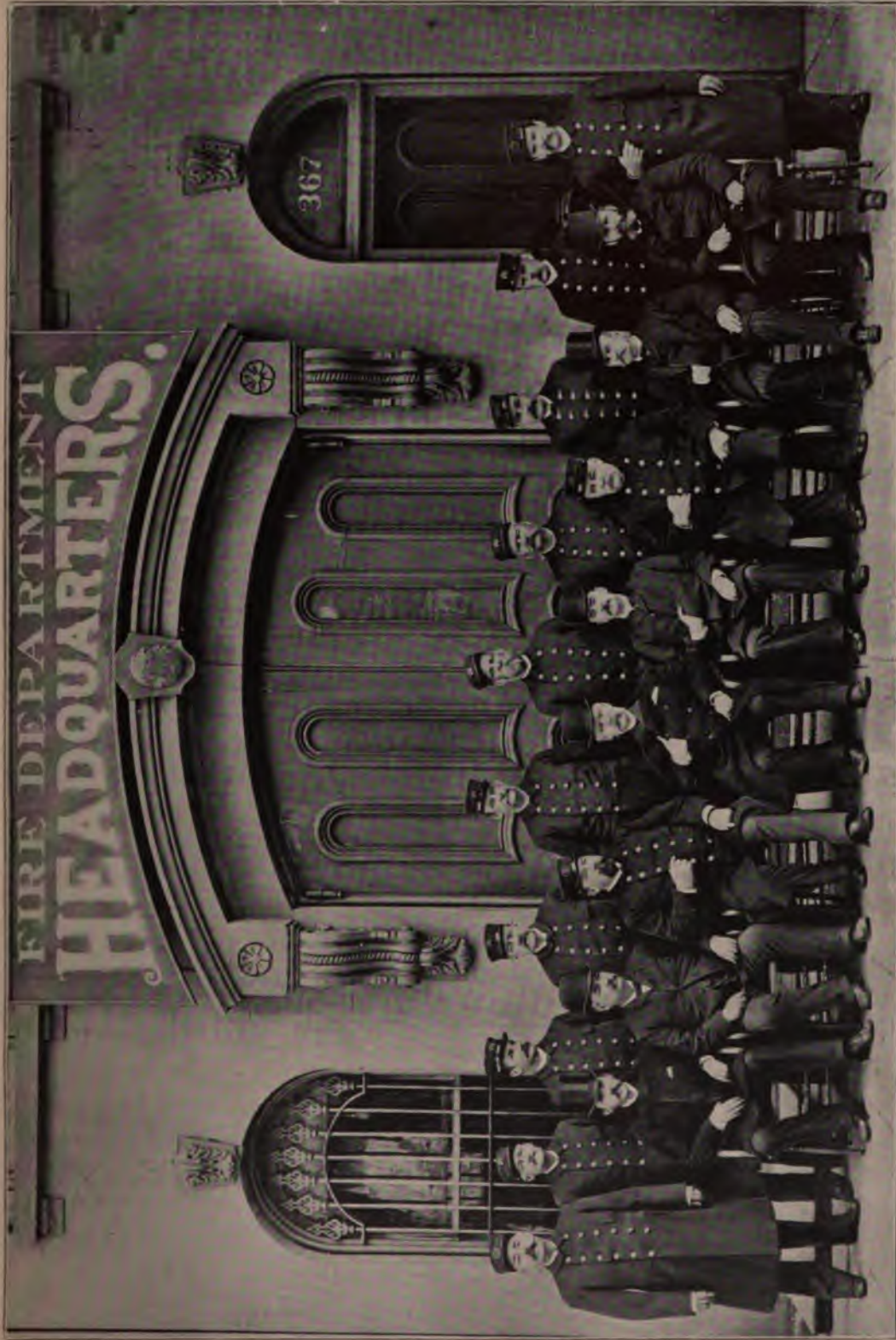
active operation, and four Clapp & Jones and La France engines as reserves. In the early days of his administration, Commissioner Ennis saw the advisability of disposing of the old style of trucks, and as a result the hook and ladder companies are now equipped with the latest improved Hayes extension ladder trucks, of which two are first-class, weighing five tons each and having ninety-foot ladders; and the remainder, second-class, weighing a little over four tons, and furnished with sixty-five foot ladders.

He created the rank of "Assistant-Foreman" in the Department, prior to which time in the absence of a Foreman the company was left in charge of a private. He also increased the number of Assistant Chief Engineers to two, so that Chief Nevins might have an able, responsible man to assist him in the Eastern as well as the Western District. It was he who took a very active interest in the erection and final completion of the new fire headquarters on Jay Street, which in point of architectural beauty is a credit to the city of Brooklyn. Recently, owing to the increase of companies, Commissioner Ennis appointed several new District Engineers, two of them to fill the vacancies made in that corps by the death of District Engineer George A. Frost and the promotion of John H. Perry, the Assistant Chief Engineer; and the others to fill original vacancies in the extension of the Department organization to ten districts. Each of these districts is now commanded by a District Engineer; and for the full complement of companies in the districts four more new companies are about to be organized—two engine-companies, one truck-company, and a new fire-boat, the "David A. Boody." The new boat and the new houses are already under way.

Mr. Ennis is not a member of any secret order or social club. His membership in clubs is confined to the David B. Hill Club, No. 1, of the Fifteenth Ward. He resides at No. 223 Ainslie Street in the Eastern District, and is one of the charter members of the Bushwick Loan and Building Association. His brother, James, has been on the police force for twenty years, for sixteen of which he was a detective-sergeant. He is at present Captain of the Sixth Precinct. There is another brother, Patrick, who has for many years been a clerk in Judge Ames' court in the Eastern District.

In boyhood John Ennis developed traits of character which have made him the prominent man he is of the present day. The education he obtained was acquired while earning his bread by the sweat of his brow. Genial in disposition, conscientious in discharge of his duties, just and fair in his dealings with his fellow-men, he has placed himself in the foremost rank of the leading men of the present day in the city of Brooklyn. In social and political circles, and in the Fire Department, there is not a man who has ever felt the strong, earnest clasp of his hand, who will not in all sincerity exclaim "May John Ennis live long and prosper."

Commissioner Ennis has been the recipient, in times past, of many handsome and valuable mementos. On being reelected for the tenth time President of the Fifteenth



FIRE DEPARTMENT HEADQUARTERS, 1890.

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|-----------------------------------|-------------------------------------|--------------------------------|------------------------------|--------------------------------|----------------------------------|--|-----------------------------|-------------------------------|---|------------------------------|------------------------------------|----------------------------------|------------------------------|-----------------------------------|-------------------------------------|
| Dr. E. H. Heard,
Vet. Surgeon. | Geo. A. Frost,
Late Dist. Eng'r. | P. L. Watson,
Supt. of Tel. | Sam'l. Duff,
Dist. Eng'r. | Jas. Dale,
Asst. Ch. Eng'r. | Jas. Cunningham,
Dist. Eng'r. | T. F. Nevins,
Late Supt. Rep. Shop. | Jas. Lynch,
Chief Eng'r. | T. F. Nevins,
Chief Eng'r. | John Ennis,
Commissioner. | W. D. Moore,
Dep. Comm'r. | John H. Perry,
Asst. Ch. Eng'r. | John J. Fanning,
Dist. Eng'r. | James Doyle,
Dist. Eng'r. | Dennis McGroarty,
Dist. Eng'r. | Canice Cassin,
Inspector. |
| | | | | | | | | | Jno. W. Smith,
N. A. Robbins, M. D.,
Surgeon. | | | | | | Joseph E. Smith, M. D.,
Surgeon. |

Ward Democratic Association he was presented with a valuable diamond stud by the members of that club. On the evening of February 13, 1886, Commissioner Ennis was one of the occupants of a box at the Lyceum Theatre on Montrose Avenue. The curtain had just been rung down on a fire scene in which he had manifested great interest, when William B. Herseman entered the box and requested the Commissioner to go with him to Turner Hall for the ostensible purpose of deciding a contest then going on at that place. He went to Turner Hall and there found about three hundred citizens of the Fifteenth Ward assembled. He saw no contest going on and was surprised to see so many prominent people collected together, all of whom were known to him personally. His surprise was increased ten-fold when a blue-velvet case was placed in his hands. When he was allowed to open it, he found therein a magnificent badge which cost over \$800. The badge is of heavy Roman gold and is in the form of a circle; in the centre is a monogram of red, white and blue enamel. Above and below the monogram in large raised gold letters, faced with blue enamel, are the words "John Ennis, Fire Commissioner." A laurel wreath made of Etruscan gold adorns the lower part of the badge, and surmounting it is a solid gold eagle with ruby eyes and a two-carat diamond depending from its beak. Set in the circle at equal distances apart are three more diamonds, each weighing two carats. The reverse side of the badge contains this inscription "Presented to John Ennis, Esq., Fire Commissioner of Brooklyn, by his friends, February 13, 1886." He was again pleasantly surprised on the morning of August 6, 1887, when the first Assistant Foremen appointed to the Department assembled at headquarters and presented him with a valuable gold watch and chain. On the inner case of the watch is inscribed "Presented by the Assistant Foremen of the Brooklyn Fire Department to Fire Commissioner John Ennis, August 6, 1887. In February, 1892, the beginning of his third term as Fire Commissioner, Mr. Ennis was presented by the citizens of the Fifteenth Ward with a handsomely engrossed set of resolutions, mounted in a valuable gold frame.

DEPUTY COMMISSIONER WILLIAM D. MOORE.

A glance at the very busy man who is installed in the Commissioner's room at fire headquarters is enough to assure the visitor that no vegetation will be tolerated in that locality. Deputy Commissioner William D. Moore is a busy man, not the less so that he finds time to be a very courteous man as well. His office, like all the rooms at headquarters, is fitted for work, not show. Neat, compact, it seems to accord admirably with its occupant.

In appearance Mr. Moore is still a young man, though there is a war record between him and youth. He is not large, but rather above the medium size, compactly put together, and alert in his movements without being nervous. He has regular features, and a mustache shadows a firm mouth and chin. When he speaks, his utterances are in a modulated tone, and under all circumstances he expresses himself clearly and in the choicest English. In conversation, whether upon business or social topics, he looks the person whom he is addressing straight in the eye, and has the happy faculty of being a good listener as well as a good conversationalist. In his business life he has been as straight and unerring as the needle of a compass. The business of the Department, even to the minutest details, is as familiar to him as the alphabet, and that he has been a very valuable man to the Department since its inception, will be corroborated by every Commissioner who has had the administration of its affairs.

Mr. Moore was born in Ireland in the year 1844, and for aught he knows is the lineal descendant of one of the five kings of which Ireland boasts. His mother departed this life at his birth, and her loss has been the one sad vein in his life's history. While yet in infancy his father died, and the helpless little orphan was placed under the care of a guardian, who, in 1850, brought him to the United States. His first home was on Classon Avenue, and it was at the public school on Classon Avenue that the foundation of his education was laid. Subsequently, he went to live in Flatbush, where the greater part of his boyhood days were spent, and it was while living there that he attended the Polytechnic Institute, and completed his education. At the age of fifteen he entered the law office of General Croke, at No. 367 Fulton Street.

While he was reading Blackstone the Civil War broke out. His love for his adopted country prompted him to enlist in the Thirteenth Regiment of Brooklyn, in which he served for three months. He reenlisted in the Seventy-first New York Regiment for nine months, and, at the expiration of that time, returned to Brooklyn and accepted the position of Chief Clerk in the United States Marshal's office under Anthony F. Campbell. In the latter he found a staunch friend, who placed such implicit confidence in him that not only was he entrusted with all the important papers of the office, but Mr. Campbell's private papers and bonds as well. When Mr. Camp-



WILLIAM D. MOORE, Deputy Fire Commissioner.

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bell was appointed Fire Commissioner, Mr. Sparks was the secretary of the Board. The latter resigned his position in 1871, and Mr. Moore was appointed bookkeeper. He soon rose to the position of chief clerk and accountant, which position he occupied up to February, 1884, when Commissioner Poillon tendered him the position of Deputy Commissioner in recognition of his long and faithful service to the Department. From that day to the present he has filled this important trust as no other man in Brooklyn could fill it. In conjunction with Chief Nevins and one of the surgeons—constituting a Board of Examiners—he passes upon the retirement of firemen on pension. He has a warm spot in his heart for the “old fellows,” who, in the early days of the Department, when the territories were much larger than they are now and the companies fewer, never wavered in discharge of duty, nor asked to be transferred to easy places.

There are two incidents in the history of Mr. Moore's connection with the Department, of which he has an ever-present recollection, and which he would not forget if he could, and could not if he would. The first occurred in February, 1884, when Commissioner Poillon presented him with the Deputy Commissioner's badge worn by him while holding that office. That badge he wears to-day, and it is the one on which he draws his pay. He values it more highly than if it were set with precious stones, for the associations connected with the giving and receiving of it will never be forgotten by either party interested therein.

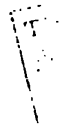
The second of these incidents occurred on the morning of July 1, 1891. Deputy Commissioner Moore was in his office on the second floor, when Tommy Heffern came up in haste and told him Commissioner Ennis wanted to see him down-stairs forthwith. Mr. Moore had not the faintest suspicion of what he was wanted for, but when he set his foot over the threshold of the front door, (to use an inelegant expression) he began “to smell a mice.” There was hardly standing room on the entire floor. Commissioner Ennis sat at a desk, and about him stood Chief Nevins, his assistants, Inspector Cassin, the District Engineers, the Foremen of all the companies and the clerical staff. They were all there except Tommy Heffern, and he was in the hall peeping through the door of the back room, with his handkerchief in his mouth to keep back a choking sensation in his throat. Commissioner Ennis advanced toward Mr. Moore and in a few well-chosen words presented his deputy with a gold watch and chain. To say that it was a surprise would not convey the proper idea of Mr. Moore's feelings. Those who stood near him saw something in his eyes which betokened tears. For the first time in his life he could not find words to express himself, but the silence was well understood by all. Some hours after when Mr. Moore had recovered from his surprise in a measure, he caught Tommy unawares, and to him he said: “You knew all about this?” “I did,” said Tommy, “but I had my orders, and if I had disobeyed them my liberty would have been jeopardized.” The watch was made to order by a celebrated manu-

facturer. It is a split-second and a little silver-tongued bell strikes the hour, the half and the quarter with exact precision. On the front cover is engraved the monogram of the recipient, and on the inner case are beautifully engraved these words: "Presented to William D. Moore, Deputy Fire Commissioner, by the Executive Staff and officers of the Brooklyn Fire Department, as a testimonial of the high esteem in which he is held by them, July 1, 1891." Mr. Moore's appreciation of that watch and chain cannot be told in words. It was received in the same spirit that it was given, and the memories of that occasion as well as the name of every man who participated therein is engraven on the heart of the recipient.

Mr. Moore resides at No. 57 Fort Greene Place, and is a member of the Eleventh Ward Democratic Association, and Post Ricard No. 362, G. A. R.



TEMPORARY FIRE HEADQUARTERS, 1891.
154 Lawrence Street.



CHIEF ENGINEER THOMAS F. NEVINS.

The perfect preparation of the Brooklyn Fire Department for effective fire work is a lasting monument to the fidelity and skill of Chief Engineer Thomas F. Nevins, for he has been its executive head during almost its entire existence. With the exception of its first year, it has had no other Chief; and as that year was necessarily occupied in adapting old needs to new conditions, without the possibility of attempting expansion or extended improvement, it is no disparagement to his predecessor to say that the Department as it stands to-day is the creation of Chief Nevins. Throughout all the changes during the past twenty-two years in the *personnel* of city officials, of the rank and file of the Department; through all the successively established Boards of Fire Commissioners; he alone has remained at this one post of duty, and has pursued one steady policy of evolving a fire department that should serve as a model for the future.

To the members of the Department it must be an inspiration to see how devotion to duty and force of character can raise one from the ranks to the highest office. It may be said of Chief Nevins that he has always been a fireman; and he has always been so good a one as never to remain long without advancement. Born in Ireland, in 1843, and removing to this country and city in infancy, he was educated at Public School No. 13, and as a youth learned the trade of a steam engineer in the establishment of John Jackson, on Furman Street. From boyhood he was familiar with fire matters, and availed himself of every opportunity open to a youngster during the breezy volunteer days, of taking part in the duties of the firemen. At the age of eighteen he regularly joined the Volunteer Department, and immediately lent his services to the organization of Hope Hose Company No. 9, of which he was made Foreman—thus rising to the top on the first opportunity—and served in that capacity for five years. At the end of that period the hose-company was, largely through his efforts, re-organized as an engine-company, becoming Engine Company No. 9, and of this also he was made the Foreman, and served until the introduction of the Paid Department, in 1869.

At the establishment of the Paid Department, there was no question whatever that this active, wide-awake, skilful and sturdy Foreman was to have high rank in it, and he was one of the original appointees to the office of District Engineer, and was given charge of the large and important district south of Atlantic Street. Here he devoted himself with energy to the task of getting his newly-formed companies well in hand for the work before them, himself setting them an example of courage and vigor in the duty. One year later, on the retirement of Chief Engineer Cunningham, November 1, 1870, Mr. Nevins was promptly advanced from the position of District Engineer to the head of the Department.

At this time he was only twenty-seven years of age, in the prime of a vigorous

manhood. Six feet in height, broad shouldered, hard muscled, active and erect, he was the ideal of a commander of a body of men devoted to dangerous duty, physically as well as mentally. The popularity of this selection of a new Chief was great, and public appreciation of it was expressed in a serenade tendered by many prominent citizens, among whom were Thomas Kinsella, William C. DeWitt, Captain P. K. Horgan, Police Captain D. Ferry, Excise Commissioner James Corboy and others.

Of the original engineers of the new Paid Department in 1869, a picture of whom will be found at page 68, Chief Nevins is the only one now remaining in the Department, a fact which illustrates at once his love for the calling and the necessity of his services. On this point—the need the Department had of this Chief—Commissioner Partridge expressed himself in 1882, at a time when the remuneration of firemen was under discussion: “In regard to the Chief Engineer, I will say that his duties are arduous. He is never off duty when in the city, day or night. He has a gong over his bed and is liable to be turned out five minutes after he has turned in. He is certainly a very intelligent man, and understands the workings of this Department thoroughly and the more I see of him the more I am convinced that it would be a very hard matter to replace him.” It was a rare combination of qualities that he brought to his important and responsible office when he assumed it in 1870. He not only was so good at the practical workings of the fireman’s business, that a professional companion could say of him, “Taken all in all, he is the best *fireman* in the United States;” but he possessed also the broader qualities which have lent effectiveness to the purely administrative features of his office. He had in abundant measure all the quickness, courage, vigor and discretion which marks the good fireman—the ability not only to do things but to see what can and what cannot be done, as well as to decide who can best do it, making him a good general on the field; but he had besides, the qualities of a good *bureau* officer. From the day of his accession to the office Chief Nevins devoted himself assiduously to the improvement in discipline and general effectiveness of the men and apparatus committed to his charge; and so immediate and striking were the results, and they were accomplished with such consideration for his subordinates, that on the occasion of his marriage, in 1874, the officers of the Department presented him with a handsome silver service, taking possession of his house for a surprise party, at which they expressed their sentiments of regard in unmeasured terms.

But this private recognition had been preceded by a general public appreciation of the fact that new times had indeed come in the Fire Department. After the first sentimental regret over the jolly old volunteer days had subsided, it soon became understood that though there was less noise there was more accomplished. Six months after the accession of Chief Nevins, the *Brooklyn Eagle* was prompted, apropos of a recent manifestation of skill, to say: “The Brooklyn Fire Department of to-day is as



THOMAS F. NEVINS, Chief Engineer.



far superior to the old volunteer force in efficiency and equipment as a steamship to a sailing vessel in speed. At the Prentice fire the other day the saving of the frame cottage on the same block from so fierce a conflagration was a proof of utmost efficiency. Every one who has noticed the speed with which the engines turn out on an alarm being given speaks with wondering admiration of the perfection of discipline. . . . Even the horses seem to understand their duties with an almost human intelligence. The hose seems to have forgotten how to leak. In the old times the length of hose had at least one big leak and several small ones. Now, every particle of metal work is bright, every length of hose is sound, every man and horse is prompt at his post, fully understands his duty, and almost before the neighbors realize that there is a fire next door to them, the water is on and the fire is got under."

Such was the impression made on the public so early as the month of May, 1871. But, after all, it was only the beginning of the better order of things which Chief Nevins was to develop in after years. To the average man in the community, the great change from the slouchy, unorganized methods of volunteer days must have seemed very like perfection. But the skilled knowledge of the Chief enabled him to detect many particulars in which radical improvement was possible and necessary; and he has educated the public to an appreciation of the better fire-service of to-day which enables every man to see where it is better than that of 1871.

An increase from twelve steam-engines and six trucks to thirty-four engines and twelve trucks of itself indicates a very considerable labor on the part of the Chief. There were then only nine members to a company as against twelve now; there was in the original outfit of old engines from the volunteer days one "propeller" steamer which soon gave way to the more practicable horse-power; the steamers used to start from the houses with cold water in the boilers, while now the cellar apparatus keeps constantly in the engines a pressure of five pounds of steam. Until the Brooklyn Department began it, no one ever put three horses abreast to a hook and ladder truck. The old leather hose with which the Department started was gradually replaced with canvas and rubber hose, and this was got to the fires on old-time, one-horse reel-wagons, carrying about 600 feet of hose, instead of as now on two-horse hose-wagons with a capacity of 800 to 900 feet of hose. There were then none of the "Siamese connections" for hose, which now combine the streams from several engines into one deluge of water capable of drowning a fire. No fire alarm telegraph then sent its instant messages to the company houses, but the Department depended on the bells from the City Hall, Sixth, Fourteenth and Sixteenth Ward Towers, which gave the Department no earlier or more definite information than the public received. Some of the bells are still rung, but not for the benefit of the Fire Department.

The painstaking attention to the details which contribute to celerity in active work

is perhaps as clearly illustrated in the rearrangement of the horse stalls in the engine-houses as in any other particular. To save the time it would take a horse to back out from his stall and turn around, might seem to some a trivial matter; but it is by close attention to such apparently slight details that the modern fireman has developed his superiority over his more careless prototype to such an extent that, where the fireman of twenty odd years ago might be said to have operated "like clockwork," his more highly-trained brother of to-day goes "like watchwork." The mere turning of the stalls from their sideway position to one facing front, and bringing the horses nearer the engine, has reduced the best time of getting out of the house in the old days from No. 5's time of ten, nine and one-half and eight seconds, to four seconds under favorable conditions. It was not merely for their comfort, either, that the men were made more comfortable in their quarters with improved beds and bedding. Like a well-groomed horse, a well-housed man can do better work.

Six District Engineers and one Assistant to the Chief were enough to direct the operations of the early Department, while to-day two Assistant Chiefs and ten District Engineers are not too many, though each does twice as much work as in the old time. Not because the old-time District Engineer was less active, but because it required experience and an observant Chief's deductions from it, to detect that a District Engineer needed a wagon! For some time these battalion chiefs made their way to fires as best they could, and their degree of preparation for efficient work on arriving late at a fire on foot after a two or three mile run, as was sometimes necessary, may be imagined. With the present facilities the District Engineer is on hand as early as anybody and ready for action. The only wagon in the early days of the Paid Department was the Chief's—and how Chief Nevins did make it rattle over the cobble-stones! It is doubtful if a more fearless driver, reckless of his own safety, ever whirled through the streets of any city at any time or for any purpose. He is on record as having driven from South Brooklyn, over the Bridge, to the fire of the Windsor Theatre in the Bowery, in sixteen minutes. And it is told of him that once, on his way to a fire, in passing the old headquarters house in Jay Street his horse tried to turn in there while going at full speed, and threw both the Chief and his driver to the ground. The driver fell foul, but the Chief, with characteristic skill and immunity from harm, landed on his feet and, like Richard III., cried: "Give me another horse!"

That Chief Nevins is brave as a lion, every one that ever saw him at a fire knows full well, and, while his bravery seems to the ordinary observer to be that of the reckless man, it is rather the courage of insight and knowledge. Neither he nor the men he has put in a position of danger, have ever been cut off. What the field of battle is to a skilful general the scene of a fire is to this keenly watchful Chief—he knows where the enemy may be attacked to the best advantage and what vantage ground his



men can occupy and hold. A good illustration of his superiority in this faculty of seeing what can be done was afforded by his direction of the fire of Dr. Talmage's Tabernacle many years ago. Adjoining the burning church was a shed, which seemed to the average spectator a place of especial danger and doomed to go. But the genius of the Chief told him, not only that if it did go the buildings across the street must follow, but also that a determined stand on that very shed would succeed in saving it. When he ordered an engine-company to hold the position, not only did the men hang back, but on-lookers protested against what seemed an order to go to sure destruction; but the instant enforcement of strict discipline, and the courageous example of going himself where he ordered his men to go, enabled the Chief to keep the firemen at this important post and save the fire from spreading.

Chief Nevins is endowed with powers of endurance as well as with great courage. At the Robinson stores' fire, in 1874, he went so boldly about the place that it was said of him that he fairly "ate up smoke," and he kept at it and was on his feet for thirty-six hours continuously. His knowledge of his men, as well as his knowledge of the details of fire-fighting, has stood him in good stead during his long career as a Chief, and has contributed not a little to giving him the well-earned reputation of being one of the very best firemen in the country, if not, indeed, without an equal at the business. It is not a hit-or-miss selection when he orders this man here and that man there, this company to hold this position and that company to do that duty; it is the skilful use of instruments of which he has acquired an intimate and perfect knowledge, and it is his ability to put the right men in the right place that has gone far to demonstrate the fact that he himself is the right man in the right place. To his personal credit there stands a long list of lives saved from flame and peril, and a long series of close shaves in his own experience of fire. But these are regarded by him quite as matters of course in the life of a fireman, and he consents to make very little of them. Perhaps, if any criticism were to be directed at the conduct of the Department it would be in the line of too little being made of actual personal heroism. For while it is true that the brave man is the modest man, and the courageous leader of brave men is modest for them as well as for himself, yet it is none the less true that a considerable part of the satisfaction to be derived from a dangerous calling, like that of the soldier, the sailor, or the fireman, lies in the honor that attends valor shown on the field. It would be going too far to suggest that a more general recognition of heroism would produce more of it. "*Noblesse oblige*" is a motto that brings a fighter, whether of fire or of a living enemy, face to face with his duty, and he does it without reference to its ever being heard of. But it certainly is a fair part of the reward of heroism that the hero should be "gazetted" for bravery, and that his fellow-men should publicly know of it. The marksmen in the National Guard wear on their coat breasts the

official recognition of their skill, and the savers of human lives from awful peril and death should be honored in the same way.

Chief Nevins has been from the first a leading member of the National Association of Fire Engineers, for the organization of which he was one of the signers of the original call, in 1873. He became its first treasurer and served it in that capacity for several years. He was the chairman of the committee appointed to consider the adoption of a uniform size and pattern of hydrant and hose couplings. The necessity for this was demonstrated in the disastrous Chicago and Boston fires, when engines coming to the scene from neighboring towns were rendered useless, because their hose could not be fitted to the hydrants. As a result of this committee's report, the uniform couplings were immediately adopted by New York and Brooklyn, and the system spread throughout the country.

In politics, Chief Nevins has always been a sturdy Democrat. Outside of his professional position he has not sought office, though he was, in 1875, made the unwilling candidate of his party for the office of Sheriff of Kings County. After an exciting election the result went against him by a majority so narrow that a recount was deemed necessary to ascertain the actual facts.

As a Chief Engineer he has met with the unqualified praise of his fellow-citizens and his professional brethren. The secretary of the National Association, speaking feelingly of his devotion and constant attendance at its meetings, says: "I consider Thomas F. Nevins a first-class Chief, a good fireman, and a warm friend, and too much cannot be said in his praise." And the verdict of the "jury of the vicinage" is thus expressed in the columns of the *Brooklyn Eagle*: "Fidelity to the trust reposed in him, cool judgment in the midst of the danger the performance of that trust involves, and high and chivalrous courage in the defence of our property and our lives, characterize Chief Nevins' performance of his duty." And at another time: "As Chief of the Fire Department of this city, Mr. Nevins has distinguished himself for courage, presence of mind, skill in the management of men and a delicate regard for the property and rights of our citizens." An expert estimate of his abilities was thus given in a journal devoted to the interests of firemen: "He has managed a great number of fires, notably those in factories and storage warehouses, such as require the highest skill and nerve on the part of a Chief Engineer. He is active, energetic, self-possessed and cool. In the executive management of his office he is prompt and efficient, and has no superior in the discharge of his duties at a fire. Clear-headed and earnest, by his example and efforts he gives efficiency to the entire service."



CANICE CASSIN, Inspector.

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INSPECTOR CANICE CASSIN.

Inspector Canice Cassin was born in the County Kilkenny, Ireland, on the 1st of May, 1842. After the death of his father in 1850, he came to this country with his mother, who took up her residence in the Fourth Ward, New York City. Six months later the family moved to Brooklyn and located in the Second Ward, and he was sent to Public School No. 7, in York Street, where he continued his studies until he was eleven years of age.

His first start in life was as a clerk in a market at the corner of Concord and Fulton Streets, but the work was not congenial to his taste and he gave it up to learn the cooper's trade. In 1868 he was appointed keeper in the King's County penitentiary, a position he held under Wardens McNeely, Cunningham and Shevlin, until 1873, when he went into the sewing-machine business with his brother. He was a volunteer fireman from 1862 to 1869 and did active duty with Union Engine Company No. 5. On March 3, 1886, Mr. Cassin was appointed a member of the Fire Department and detailed as secretary at headquarters. On October 4, 1888, he became the first Inspector of the uniformed force, which position he now holds. At the time of his appointment to the office of Inspector, the uniforms of the men were made of all grades and qualities of cloth and their general appearance was anything but creditable. He set about at once to improve the appearance of the men. His first step was to find a contractor who could furnish cloth that was suitable in weight, color and quality, for summer and winter uniforms. Having succeeded in this, a rule was made requiring the tailors who made uniforms to purchase the cloth from the Department supply store. As a result of this new order of things, the appearance of the men has been improved seventy-five per cent. in the cut, make and material of their uniforms. A marked improvement in the furnishing of the companies' quarters has also taken place since he took charge of this branch of the Department. The office of Inspector is by no means a sinecure, but rather one which involves many cares and responsibilities. When Commissioner Ennis created the office and made the appointment he knew that in Mr. Cassin he had the man with the ability to cope with these cares and responsibilities, and he has since had ample reason to confirm that belief. Requisitions are made upon Mr. Cassin for all supplies needed by the companies, and it is he who personally inspects and passes upon all goods furnished by the contractors.

Mr. Cassin ranks as a District Engineer, and at any fire of importance can be found ready to take an active part in saving life or property. At the Wallabout Market fire, it was he who saved the life of Foreman Murray, then in command of Engine No. 10, but now in charge of Hook and Ladder No. 10. He is known in the Department as a very watchful and exceedingly useful man around a fire.

Inspector Cassin is a member of the David B. Hill Club No. 1 of the Fifteenth Ward, and a member and stockholder in the Thomas Jefferson Club. His name is on the membership roll of the Veteran Volunteer Firemen's Association, and the Volunteer Firemen's Association of the Western District. He wears a handsome gold watch and chain. On the inner case of the watch is inscribed, "Presented to Canice Cassin by his associates of the Fifteenth Ward Democratic Association, July 14, 1888." He has been treasurer of the Fifteenth Ward Campaign Club for the past ten years, and has the reputation of being a first-class collector. Around election time, as he walks through the street, business men who do not affiliate with Mr. Cassin's party, inquire if he has his "red-book" with him. It means a subscription to the campaign fund every time.

His Christian name, Canice, is one seldom heard. It was that of his grandfather, who was named after St. Canice, and in the County Kilkenny there is a church of that name. There are those among his intimate friends who insist upon calling him Dennis, and he enjoys the joke. Mr. Cassin enjoys the confidence of his superiors in rank, and the respect of every man on the working force. In a nut-shell, he is a "mighty good fellow."

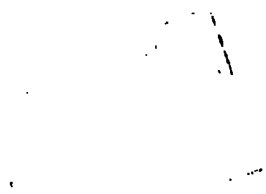
FIRE MARSHAL BENJAMIN LEWIS.

Fire Marshal Benjamin Lewis was born in Cardiff, South Wales, about fifty years ago. His father was an officer in the Royal Navy and afterwards commanded one of the large steamers plying between New York and Liverpool.

Benjamin did not inherit his father's taste for salt water, except to cross the Atlantic, when he was shipwrecked and finally landed in Brooklyn, in 1853. He was then placed in John Murray's stoneyard, corner of Columbia and Harrison Streets, and remained there until 1858. Owing to the death of his father, he had to pick up his education the best way he could, and attended Evening Public School No. 6. Having saved a little money, he devoted the same to pay for a year's tuition at Nugent's Commercial College, corner of Montague and Court Streets. He then went to California, and from there to the Indian Territory, remaining among the Apache Indians some eight months, prospecting and mining. It was at this time that he came near losing his life, by being stabbed by a skulking Indian in the neck and leg, while he was asleep. He wears the scars to this day. Leaving that country, he came back to Brooklyn and accepted a position in the wholesale house of A. T. Stewart & Co., remaining with this firm about eight months. During the war he was appointed superintendent of the Enrolling Department of New York. This position he kept until the war was ended, when he engaged in the fire insurance business on Montague Street and under the name of Benjamin Lewis, Son & Frear, founded what has become one of the most



BENJAMIN LEWIS, Fire Marshal.



prosperous insurance houses in Brooklyn. It is now conducted by his son. Mr. Lewis has built several houses in Brooklyn, among which is the Grand Opera House, and is largely interested in mining matters. He is one of the oldest members of Delta Lodge No. 451 of Free and Accepted Masons, and presided over their deliberations for five years, and for two years was president of the Masonic Mutual Relief Association. He is also a member of Fort Greene Council, Royal Arcanum, and many other organizations.

Mr. Lewis has been Fire Marshal of Brooklyn about seven years and according to the records has been very successful in having convicted some of the worst class of incendiaries. During the year 1891, by and through his persistent efforts, no less than ten persons confessed to him to having set various places on fire, and are now doing prison service. Mr. Lewis is often called upon to arbitrate upon differences arising among business men and others, and in all his decisions no one has ever questioned his absolute impartiality. He is a man of strong individuality and executive ability, commanding the highest respect among the thousands of friends and acquaintances which he has in this city, and has been the recipient of many testimonials of their appreciation and high esteem.

Mr. Lewis has many friends who are bound to him by strong ties of gratitude for very considerable favors and services, such as his essentially benevolent nature delights in conferring. No honest appeal for charity or help in trouble that he could give was ever refused. A notable instance of this was in the case of Alfred Foster, a tobacconist, who was convicted in a case involving the stamping of cigar boxes. The case was one of peculiar hardship and many influential Brooklynites endeavored to procure a pardon from the President, but were not successful. Mr. Lewis at last interested himself in the case, and presented the matter to President Grant so forcibly that the latter assured him that on confirmation by the Attorney General of Mr. Lewis's statement of the facts, the pardon should be granted. A few days later an unconditional pardon crowned this benevolent mission with success. Mr. Lewis is, like many other members of the Fire Department, a life saver, though his triumphs in this line have been over water rather than fire. Fourteen persons, among them Judge Roger A. Pryor, owe their lives to his bravery and skill in rescuing them from drowning.

ASSISTANT CHIEF ENGINEER JAMES DALE.

James Dale, the senior Assistant Chief Engineer, has been doing fire duty since he was a boy, and has been accumulating experience and honors for the past thirty years. He was born in South Amboy, N. J., June 11, 1841, lived in New York after the age of nine and was educated in its public schools. While he was employed on various steamboats on the North River, he joined, at the very early age of eighteen, Hudson Hose Company No. 21, of the New York Fire Department, located on Washington Street, between Reade and Duane. On account of the light water-pressure in that vicinity and the tremendous interests to be protected from fire, the hose-company was, soon after his joining it, organized as Hudson River Engine Company No. 53, and furnished with a steamer, Mr. Dale being made the engineer and holding that position during the whole term of his connection with the company; being, indeed, the only engineer the company ever had. For, as the result of numerous lively and serious collisions between No. 53 and its pet rival, No. 40, located at Broadway and Courtland Street, the services of both companies were dispensed with by the authorities of the Department. About this time the services of a good engineer were sought by Pacific Engine Company No. 14, of the Brooklyn Department, one of the most influential companies in the city, the Foreman of which was Fred S. Massey, afterwards president of the first Commission under the reorganization of 1869. Massey, Evans and William A. Fowler were the committee appointed to select the new engineer, and, having heard of Mr. Dale, they sent word to him to call at the engine-house, in Pierrepont Street, near Fulton. When he came, Mr. Mackin, the waggish member of the company, met him at the door, and learning that he was a candidate for the position, he asked: "Are you an engineer?" "Well, a kind of a one," was Mr. Dale's reply. "I guess they don't want you," responded Mackin; "that's the kind of a one they have got now." Dale was a good fellow as well as a good engineer, and he joined in the general laugh, and then proceeded to show the committee that what he did not know about the duties of an engineer was not worth knowing, and so effectively that they paid him a month's salary in advance of his going to work and regularly increased his pay beyond what the city allowed for that purpose. He took charge of the new steamer January 1, 1865, and continued to care for it until the days of the new Department. The confidence of the Department authorities in this company gave to No. 14 the post of honor at fires, and led to its being called on oftener than any other company, even to distant points, which, while it caused some little jealousy on the part of other companies, gave the engineer the best of opportunities for acquiring experience in the management of fires, and brought him near to Chief Cunningham, with whom he became great friends and by whom his quiet suggestions while on duty were almost invariably adopted. When



JAMES DALE, Assistant Chief Engineer.

the new Department was organized, and Foreman Massey was made Commissioner, Engineer Dale was made Foreman of No. 5, which occupied No. 14's old quarters on Pierrepont Street. The duty during his term as Foreman took his company from the Navy Yard to Gowanus and sometimes to the E. D., but it was performed without a murmur, and so well that when there was a vacancy among the District Engineers, it was given to Mr. Dale, January 18, 1872. His district embraced the whole of Gowanus, the Erie and Atlantic Basins, indeed, all South Brooklyn, and yet he covered it without the use of a conveyance. He did not get a wagon until, when District Engineer Farley was laid up with a shattered leg, Mr. Dale offered to cover his district for him, and the double duty which he performed until Farley's recovery rendered a conveyance necessary. Many acts of bravery, coolness and good judgment characterized his service as District Engineer, and on the retirement, August 1, 1890, of Assistant Chief John W. Smith, Mr. Dale was appointed to succeed him. To this position he brought experience, fidelity, the endurance of a strong man in the prime of life and a degree of devotion to duty which makes absence from it as rare as is compatible with healthy recreation. One of the red-letter days in the year to him is the annual excursion and dinner of the "Lobster Club," of which he is "Chief Lobster," and Mr. W. Metelski is president. Not long ago Mr. Dale was presented by the members of the club with a handsome badge in the shape of a "lobster" which contains twenty diamonds.

ASSISTANT CHIEF ENGINEER JOHN H. PERRY.

The junior Assistant Chief Engineer is John H. Perry, whose special jurisdiction is over the operations in the Eastern District of Brooklyn. Chief Perry is well along in years and consequently in experience, and he is a splendid specimen of the fine, grizzled veteran, combining the best traditions of old times and the best training in the advanced professional knowledge of the present. His sixty years have all been spent in this city, where he was born in 1832. Of that period about forty years have been devoted to fire duty, of which it is doubtful if any member of the Department has seen more than this doughty chief.

In his early days he was a member of Protection Engine Co. No. 2, of the Williamsburg Department; but he left this company, together with George H. Bennet, Alfred Wallet, and others, to organize Friendship Hose No. 3, at one time located in the house on North Third Street, now occupied by him as an official headquarters. It was with this company that Chief Perry's career as a volunteer fireman was especially identified. He was highly esteemed and trusted by his comrades in the company, and any position in their gift was his to take if he would; but he never would accept anything higher than the position of Assistant Foreman, which he filled most creditably for

a long term of years. In 1864, while still a member of Hose 3, he was solicited by his friends to become a candidate for the office of Fire Commissioner—the firemen in those days having the election of these officers. Party feeling ran high, but after a stormy meeting in Firemen's Hall, on South Second Street, during which the lights were extinguished and violence was threatened, Mr. Perry was elected. Throughout his service in this capacity his sympathy for his old comrades led to his so befriending them in every way that came within the scope of a Commissioner's duty, as to win their respect and regard. But the emoluments of the office consisted only of work and honor, and the particular revolution of the wheel of fortune that coincided with this period of Mr. Perry's life rendered an income desirable. He therefore resigned the Commissionership and became one of the six bell-ringers who aroused sleeping Williamsburg when a fire broke out, and remained at that duty until the organization of the Paid Department. The pressure for appointments at this time resulted in his displacement; but he had in the then Assistant Chief, John W. Smith, a good friend and one who knew of his excellent work as a volunteer fireman, and at his instance Mr. Perry was re-appointed a bell-ringer by Commissioner Worth, in 1882. This was regarded by them all as only a temporary arrangement until the way should be opened for something better; and the opportunity came when District Engineer Charles McQueeney of the Third District, after an illness which had kept him from duty for nearly a year, died, and Mr. Perry was promptly appointed by the Commissioner to succeed him. By the necessary transfers Mr. Perry was then assigned to the Sixth District, where his special familiarity with the affairs of the Eastern District gave the fullest play to his valuable qualities and experience. From that time on, this has been the scene of his labors for the Department. Nothing could be more admirable than his handling of his district, and his reputation as a District Engineer was steadily increased by his course. And when the way became open for further promotion he got it. The retirement of Ex-Assistant Chief Engineer Smith, and the succession to his office of the present Assistant Chief Dale, left the Department without a superior officer who was resident in the Eastern District. And the rapid and considerable extension of the fire limits with the extraordinary growth of the city not only rendered some such arrangement necessary, but also pointed clearly to the desirability of a second Assistant Chief. After careful consideration of the subject by the Commissioner and approval on the part of the Mayor, the office was created, and District Engineer Perry was selected to fill it and was appointed on February 1, 1892. The best wishes of the entire Department accompanied him as he assumed his higher honors.

During his earlier days Mr. Perry was engaged in the manufacture of fancy soaps, but the unfavorable effect on the business of the war led to its abandonment, and he took to "heaving the wheel" in a Williamsburg rope-walk, where Ex-Assistant Chief Smith



JOHN H. PERRY, Assistant Chief Engineer.

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was one of his companions in toil. Later he worked in the Navy Yard in the carpenters' department as a ship-fastener, and became so proficient at his duties as to be made foreman, or quarterman. But politics and hard kicking against his good discipline, which was not popular during war times among the influential appointees of political leaders, precluded the tenure of such a place for a man who had no other view of his duty than to do his work well and make his subordinates do the same. Indeed, until he found himself in a position where "Brooklyn expects every man to do his duty," he never became congenially employed. Now that he is in such a position, however, he takes and gives immense satisfaction in doing his duty right up to the handle.

EX-ASSISTANT CHIEF ENGINEER JOHN W. SMITH.

The career of John W. Smith, Ex-Assistant Chief Engineer of the present Department and Ex-Chief of the E. D. Volunteer Department, illustrates the truth of the adage that "There is always room at the top;" for he has generally found his place at the top and kept it, through all his long experience as a fireman. Born in Newburgh, N. Y., in 1834, and educated in New York, where as a youth he was employed in the printing-office of Gordon, afterwards the press-builder, his first connection with fire matters was as a "runner" with Tradesmen No. 12, of the New York Department, where he did his share in the "scrimmages" precipitated by these ardent youngsters. At the age of twenty he joined the Phenix Hose No. 22. In 1856, being employed as a compositor on a Williamsburgh paper, he moved to that city and joined Friendship Hose No. 3, of which he soon became Assistant Foreman. In January, 1862, the Representatives elected him Fire Warden, over the Foreman of one of the largest engine-companies, who had been the nominee of a previous caucus, his election being a factor in breaking up a ring that had controlled the Department. Re-elected in 1865, he was, in 1867, before the expiration of his second term of three years, chosen Assistant Engineer of the Department. In the meantime he had organized Americus Hook and Ladder No. 2, and was made its Foreman. At the annual election of 1868 he was a candidate for Chief Engineer against Rodney Thursby, son-in-law of Martin Kalbfleisch, then Mayor of Brooklyn, and a good deal depended, politically, on the election of the latter; but Smith was elected Chief by a majority of fifty votes. This made him *ex-officio* a member of the Board of Estimate of the city, during the year that ensued previous to the organization of the Paid Department in 1869. One of the first acts of the Commissioners of the new Department was to appoint John Cunningham Chief Engineer and John W. Smith Assistant Chief, in May, 1869, five months previous to the appointment of the rest of the Department. Assistant Chief Smith had hard work to cover the Eastern District with inadequate means, and in the occasional absences of the Chief he was in charge of the whole Department. Some painful accidents fell to his lot. A

fall through a hatchway at a fire in Hardenburgh's carpet store in December, 1883, laid him up for three months. Another two months off duty was the result of a twisted leg and sprained ankle caused by his being thrown from a ladder at a car factory fire in April, 1890. This last accident satisfied him that it was time for him to relinquish the active duties of his position to a younger man, and about this time he was offered the position of inspector of fire appliances, fire patrols and water supply in the United States, for the National Board of Fire Underwriters; so after a month's furlough from duty, he was honorably retired from his position as Assistant Chief Engineer, August 1, 1890. The appreciation in which he was held by his comrades in the Department was evidenced by the presentation to him, by a subscription headed by Chief Nevins, followed by every member of the Department, of a magnificent service of silver, accompanied with a handsome set of resolutions, which were formally handed to him during a testimonial dinner at the Clarendon Hotel, in 1891. As Inspector for the underwriters he visited every important city in the country, about one hundred and twenty-five in all, and his reports were exceedingly valuable. His report on New Orleans, in the words of a prominent underwriter, "went to the bottom of the whole subject," and resulted in the adoption there of a paid Department. The amount of travel involved in this duty, however, proved more than, at his years, was advisable, and in December, 1891, he tendered his resignation, which was accepted by the underwriters with great regret.



JOHN W. SMITH, Ex-Assistant Chief Engineer.

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CHAPTER VII.

FIRE HEADQUARTERS STAFF, ETC., (Continued).

VETERINARY SURGEON HEARD—SURGEON ROBBINS—SURGEON SMITH—ASSISTANT INSPECTOR FLYNN—SUPERINTENDENT WATSON—SUPERINTENDENT NEVINS—EX-SUPERINTENDENT LYNCH—FOREMEN MCGRONEN, KELLOCK, BIRCK, NORTON, SHUTE, BRENNAN, CAMPBELL, BURNS—ASSISTANT FOREMEN NASH, SODEN, HEFFERN, HARRIS—FIREMEN DETAILED—THE TELEGRAPH BUREAU.



EDWARD H. HEARD, the Veterinary Surgeon of the Department, was born in the County Clare, Ireland, on Hallowe'en night, 1844, and with his parents came to this country one year later. His father, who was County Inspector of Constabulary, in Ireland, died in this country in 1887. In 1858, young Edward, having obtained all the education which the common schools afforded, and being a great lover of horses, was sent to study for a surgeon, at the Veterinary College in Edinboro, Scotland, from which institution he graduated four years later, with the title of M. R. C. V. S. E. On his return to America, he took up his profession in New York City, remaining up to 1871. In that year, Dr. Heard went to Parkville and set up a training and veterinary establishment. Breeders of trotting horses found in him just the man they wanted to develop and bring out their young stock, and to give medical and surgical aid to the ailing ones, and it was not long before this rising young veterinary had more business than he could well attend to. He was a first-class driver as well as a good trainer, and gave many a young horse his fastest record. He sat in the sulky when "Harry Gilbert" made a mile in 2:24; when "Ellen Mary" circled the course in 2:30; and when "Phil" trotted a mile heat in 2:23¼. In those days "Blind Tom" had the fastest record as a pacer. Dr. Heard had in his

stable that famous young pacer, "Rowdy Boy," who was afterward known from Maine to California, with whom he hoped to break the record of "Blind Tom." He did not succeed in doing this, however, but captured the next fastest record, which was 2:13¼. He gave "Parole" his record of 2:26; "Whitestone" 2:35; "Sophia" 2:34; and drove many other young horses when they made creditable records for themselves.

Dr. Heard opened the first hotel on the Brooklyn Boulevard. It was known as the "Club House," and became the resort of all the noted sporting men of the country. Later on he became the proprietor of the "Hawthorne House," which was equally as well patronized. In 1886, he passed a civil service examination for the position of veterinary surgeon to the Fire Department, and out of eleven applicants was the successful competitor. Dr. Heard is married, and lives at No. 474 Ninth Street. His love for animals has increased as the years have come and gone, and he is now the proud possessor of many fine and valuable horses. He is a member of the Constitution Club; the Twenty-second Ward Democratic Club; the Prospect Club; the Varuna Boat Club, and many other well-known clubs. He is likewise a member of the National Provident Union; Court United, A. O. F., and the American Legion of Honor.

SURGEON NATHANIEL A. ROBBINS.

Dr. Nathaniel A. Robbins, the senior Surgeon of the Fire Department, was born in Salem, Mass., in the year 1840. He studied medicine with the late Dr. Pierson, of that city, and afterward went through a course of studies at the Harvard Medical College, from which he was graduated with high honors in the year 1864. During the war, he served in a medical capacity on the United States barque, "Gemsbok," and later entered the army as assistant surgeon, and for several months was on the Retiring Board. When the war ended Dr. Robbins came to Brooklyn and took up the practice of his profession, which has since grown to be a very lucrative one. For many years he was surgeon of the Brooklyn City Dispensary. In 1884 he was appointed Surgeon in the Fire Department, and since that time has examined many thousand applicants for membership in that Department. At present he is examiner for the Mutual Life Association of America, and also for the Provident Fund Society. He is a well-known man in Brooklyn, both socially and professionally, and during the period of his connection with the Department has gained the good-will of both officers and men in the Western District companies. He resides at No. 94 Pineapple Street. His brother, Brigadier-General Charles A. Robbins, was for many years Inspector of Rifle Practice on the governor's staff.

SURGEON JOSEPH E. SMITH.

Dr. Joseph E. Smith, Surgeon for the Fire Department in the Eastern District, was born in the Fourteenth Ward, on the 10th day of March, 1853. After receiving a pre-



EDWARD H. HEARD, M. R. C. V. S. E., Veterinary Surgeon.

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liminary education at the public schools in Williamsburgh, he took a medical course at Jefferson Medical College, Philadelphia, from which he was graduated on March 10, 1875. He began the practice of his profession in the Nineteenth Ward, in which, during the past fifteen years, he has acquired a very extensive and lucrative private practice. He has for many years been a member of the King's County Medical Society, and is visiting physician to St. Mary's Hospital. Dr. Smith was the first man appointed under the civil service rules for the office of Surgeon of the Department, to which position he was appointed March 31, 1886. He is highly esteemed among the Eastern District firemen, and has the kindest regards of the officials of the Department. In the social world he has a host of friends, and in professional circles ranks among the first.

ASSISTANT INSPECTOR JAMES H. FLYNN.

James H. Flynn, the Assistant Inspector of the Department, was born in Ireland in the year 1845. When he was nine years old his parents came to this country and established their first home in the Fourth Ward of the City of New York. He attended the parochial and public schools until 1856, when the family removed to Brooklyn and settled in the Seventh Ward, in which ward Mr. Flynn has ever since resided.

When he reached the age of seventeen, he left school and went to work in an oil house on Water Street, in the city of New York. One year later he secured the position of draftsman in the United States Coast Survey service, where he remained for three years. In the capacity of a surveyor he travelled all over the United States and gained an experience which could only be acquired by personal observation. Subsequently he became superintendent for the firm of Root & Connell, No. 134 Water Street. In 1870, William A. Fowler, then President of the Water Board, appointed Mr. Flynn on the Water Surveyor's staff. In 1872 he was appointed Inspector of New Streets, and later general superintendent of all repairs in the city, except street repairs. Commissioner of Public Works John W. Flaherty was in politics an Independent Democrat, and Mr. Flynn was a straight out and out party man. Both men had been friends for years. The time came when Mr. Flynn was called upon to vote the Independent ticket, but he declined. It was a question of principle with him, and he sacrificed his position in the Public Works Department, although he could not well afford to do so, to maintain that principle. He soon found employment with the Metropolitan Washing Machine Company in New York City, and continued in that line of employment until he was appointed an officer in Judge Henry A. Moore's court. For fourteen years he filled that position conscientiously and faithfully, and resigned from it in the early part of the year 1892 to accept the position of Assistant Inspector of the uni-

formed force of the Fire Department. In this position, his duties are to ascertain the origin of all the fires and the probable losses attached thereto.

While a resident of the Fourth Ward of New York City, he became a member of Hose Company No. 10. He is an active member of the Seventh Ward Democratic Association, the Thomas Jefferson Club, the Catholic Benevolent Legion, a charter member and trustee of the Andrew Jackson Club of the Seventh Ward, and for the past twenty-three years has been a member of the Democratic General Committee.

As a member of this committee, he was presented by his colleagues at a meeting held in March, 1880, with a handsome gold watch and chain, as a token of their esteem. At a dinner tendered him by the citizens of the Seventh Ward on the evening of Dec. 21, 1891, at which the heads of the several Departments of the city and about two hundred prominent citizens of that ward were present, Mr. Flynn was made the recipient of a very handsome diamond badge, which in design and workmanship it would be difficult to excel. On the centre of a heavy solid gold shield is a circle of gold and blue enamel on which is the inscription "James H. Flynn, Assistant Inspector." In the centre of the circle is a monogram of red, white and blue enamel. The front of the badge is ornamented with a gold eagle with diamond eyes, an axe of silver and gold, a gold trumpet, two ladders crossed, two sections of hose with pipes attached, one diamond weighing three carats, and two others weighing two carats each. On the reverse side of the badge is engraved "Presented to James H. Flynn, Dec. 22, 1891, by his friends of the Seventh Ward, Brooklyn, N. Y."

In 1858 Mr. Flynn married Miss Mary Lewis, who presides over his home at No. 218 Franklin Avenue. He started life without a penny, and by perseverance, strict attention to duty, and an ever kindly feeling for his fellow-men, he has attained a position where he enjoys the confidence and respect of all who know him.

PRESCOTT L. WATSON.

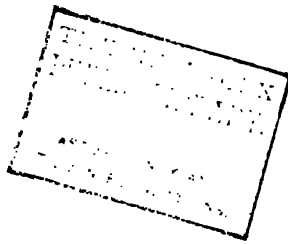
Superintendent of Telegraph.

During the last twelve years the telegraph bureau of the Fire Department has been under the management of Prescott L. Watson. His skill and practical knowledge of electrical appliances has enabled him to gradually develop in the fire-alarm department one of the finest systems in operation upon the continent. Mr. Watson was born in Wilmington, Vt., Nov. 5, 1848. Although orphaned in early boyhood, he obtained for himself an education at Wilbraham, Mass., and at Amherst College, Mass.

In 1867 he secured a position in the book-keeping department of the Western Union Telegraph Company. He was promoted to the auditing department, and in 1869, he was placed in charge of the manufactory and storehouse of the company at Fifty-fifth Street and North River. It was in the latter position that he acquired his first knowl-



NATHANIEL A. ROBBINS, M. D., Surgeon.



edge of electrical appliances. With a view to making himself more proficient he took a course of instruction in telegraphy at the Cooper Institute night school, from which he graduated and received a diploma for proficiency in telegraph operating. In 1872, the American District Telegraph Company and the Western Union Company consolidated, and Mr. Watson was placed in charge of a telegraph office on Broadway, New York, where he remained one year. The same year he was transferred to Brooklyn and was placed in charge of thirteen district offices of the Western Union Company, a position he held for five years. In 1878-9 he served as Inspector of Contracts and Supplies.

On March 2, 1881, he was appointed a telegraph operator in the Brooklyn Fire Department by Commissioner Jacob Worth. He was reappointed by Commissioner Partridge, Feb. 21, 1882, and was made Inspector of Telegraph. On Sept. 6, 1883, he was made Acting-Superintendent and was appointed Superintendent, Nov. 22, 1883.

A number of important and acceptable changes have been wrought in the telegraph department by Superintendent Watson. He was instrumental in having the City Hall bell worked by electricity and he superintended the placing of alarm gongs in the engine and truck houses.

JAMES T. WAFER.

Inspector of Fire Boxes.

James T. Wafer, the Inspector of Fire Boxes and Engine House Telegraph System, is one of the best informed men in that line of business in the country. Beside being an expert operator, he has a general knowledge of fire-alarm systems. He was born in Brooklyn, Sept. 15, 1857, and received his education at the public schools. At the age of fourteen he was employed as a messenger by the Bankers' and Brokers' Telegraph Company. There he displayed an aptness for the business rarely found in a boy of his years, and it was not long before he could receive and send messages correctly and rapidly. He accepted a position as operator with the Atlantic and Pacific Telegraph Company, and a couple of years later found more lucrative employment with the Western Union Company. He advanced rapidly with this company, and at the time of the telegraph strike in 1883, he was manager of the Western Union office in the Oil Exchange. He was one of the telegraph reporters of the New York Stock Exchange, when Commissioner Ennis, on Aug. 1, 1888, appointed him Inspector of Telegraph of the Brooklyn Fire Department. This position he has since filled with credit to himself and with entire satisfaction to his superiors in office.

PATRICK NEVINS.

Superintendent of Repair-Shops.

Patrick Nevins, Superintendent of the Repair-shops of the Fire Department, was born in New York City on Dec. 27, 1852. He attended St. Mary's parochial school and

public school No. 27. At the age of sixteen he apprenticed himself to the firm of Sleight & Hughes, from whose shops he graduated as a first-class engineer and machinist and accepted the position of engineer in a large shop on Commerce Street. In the meantime, Mr. Nevins had taken up his residence in Brooklyn. In 1876 his standing as a skilled workman secured for him a position in the Repair-shops of the Fire Department, from which position he was promoted to Superintendent in April, 1891. He is a brother of Chief Engineer Nevins and lives at No. 124 DeKalb Avenue.

JAMES LYNCH.

Late Superintendent Repair-Shops.

James Lynch, the late Superintendent of the Department Repair-shop, was born in Ireland in the year 1832. His parents emigrated to America in 1836, and settled in Brooklyn. While quite a young lad he apprenticed himself to the Burdon Iron Works Company, and by his zeal and industry soon worked himself up to the position of assistant foreman of the establishment. He was an active member of the Brooklyn Fire Department for over thirty-five years, having connected himself in 1850 with old Constitution Engine Company No. 7, of which he became Foreman six years later, remaining in command until 1861, and during that period made it the crack company of the Volunteer Department. Mr. Lynch was elected an Alderman from the Fifth Ward in 1862, but after six months' service to the city in that capacity he resigned to take the office of City Auditor. He remained an active member of No. 7, while holding political office, and took a deep interest in all matters pertaining to the welfare and good-fellowship of that company. When the present Department was inaugurated, Mr. Lynch was appointed Superintendent of the Repair-shops, with the rank of Foreman, a position he creditably filled up to the time of his death, which occurred on April 25, 1891. As a machinist and practical engineer for a number of years, he became an expert in the repairing of any portion of a steam-engine, and his knowledge of the business enabled him to control intelligently the large corps of detailed men under him.

FOREMAN JOHN MCGRONEN.

Harness-Shop.

Foreman John McGronen, detailed in charge of Harness-shop, was born in County Tyrone, Ireland, on the 24th day of June, 1827. Notwithstanding the fact that he has nearly reached the age of three-score and ten and is one of the oldest men in the service, he is still as active as many a younger man in the Department. Educated in the schools of the old country he came to America in 1846, and settled in New York City, where he opened a harness-shop. He joined the New York Volunteer Fire Department in 1851, and was a member of Clinton Hose No. 17; Friendship Hook and Ladder No. 12;



JOSEPH E. SMITH, M. D., Surgeon.

THE H. H. K.
H. H. K.
H. H. K.
H. H. K.
H. H. K.
H. H. K.

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Liberty Hose No. 10, and United States Engine No. 23, at different times. When the Paid Department was organized in that city, he was put in charge of the Harness-shop, remaining in that position until the organization of the Brooklyn Fire Department in 1869, when he removed to this city, and was made a Foreman and detailed in charge of the Harness-shop of the Brooklyn Department. This position he now fills to entire satisfaction to those in authority. Mr. McGronen is married and lives at No. 364 Fourth Street, South Brooklyn.

JAMES KELLOCK.

Superintendent of Bureau of Combustibles.

Foreman James Kellock, detailed as Superintendent of the Bureau of Combustibles at Fire Headquarters, was born in Fifeshire, Scotland, on the 15th day of Nov., 1848. In 1851 he came with his parents to Brooklyn. After six years in Public School No. 7, he was, at the age of eleven, sent to the glass-house on Plymouth Street to learn the trade of a glass-blower, at which business he continued until he was twenty-three years of age. Since 1860, he has lived in the Seventeenth Ward, Greenpoint. In the days of the Volunteer Department, he was an active member of Ridgewood Hose Company No. 7, of Greenpoint. He was appointed a member of the new Department Feb. 2, 1871, and assigned to Hook and Ladder Company No. 6. In July, 1882, Commissioner Partridge detailed him to the Bureau of Combustibles as an Inspector. The Superintendent of that bureau, Charles E. Miles, died July 20, 1883, and three days later, Mr. Kellock was detailed as Acting-Superintendent of the bureau. On July 1, 1885, Commissioner Richard H. Poillon promoted him to the grade of Foreman and made him Superintendent of the bureau, his present position. In the winter of 1872, at a fire in Ingersoll's chair factory, in Greenpoint, Mr. Kellock was crushed between the falling beams of a floor which gave way under him, and was so badly injured that it was nearly two months before he was again able to do active duty. For five years he has been the president of the "Greenpoint Burns Club," which on the 25th of January in each year celebrates the anniversary of the birth of the poet Robert Burns. Mr. Kellock is also a prominent member of the Seventeenth Ward Democratic Club.

FOREMAN PETER W. BIRCK.

Foreman of Detailed Mechanics.

Foreman Peter W. Birck, Foreman of Detailed Mechanics, was born in Copenhagen, Denmark, Sept. 26, 1832. His parents came to America, during his infancy, coming to Brooklyn when he was sixteen, settling on a comfortable little place on the old Clove Road. Young Peter attended the Flatbush Academy until the first public school in Flatbush was opened. His father was a printer by trade, and Peter

worked on a farm during the spring and summer months. At seventeen he went to learn the carpenter's trade, at which he served his time. In 1862 he enlisted in Company H., 1st New York Engineers, and served in the army until the close of the war, when he returned to Brooklyn and again took up his trade. In 1872 he was appointed an Inspector in the Building Bureau, and the next year was promoted to the grade of Foreman. When the Commissioners were reduced to three, Mr. Birck was discharged from the Department without cause. He was re-instated, however, and remained in the Department until 1880, when, under the "Single-head" Commission, he was discharged for political reasons. Mr. Birck carried the matter into the courts under the "Schroeder Act," which provided that no member of the uniformed force should be discharged without cause. The suit was decided in his favor, and he was re-instated in his old position of Foreman of Detailed Mechanics, which he still holds. Mr. Birck organized the Carpenters' Union in Brooklyn in 1868, and is now the second vice-president of the National Brotherhood of Carpenters and Joiners. He lives in the Twenty-fourth, formerly the Ninth Ward, where he has resided since 1849.

FOREMAN EDWARD J. NORTON, *Clerk.*

Foreman Edward J. Norton, detailed to clerical work at Fire Headquarters, was born in England, April 11, 1854. His family removed to this country in 1865 and settled in the Tenth Ward of Brooklyn. At the age of twelve, he had acquired all the education to be had at the public school, and applied himself to the trade of a wire-worker up to Feb. 15, 1879, when he was appointed a fireman, serving with Engine Companies Nos. 8 and 4, and on Dec. 5, 1883, was promoted to the grade of Assistant Engineer. While a member of the latter company, he was detailed as an operator to the Telegraph Bureau, in which capacity he acted up to Dec. 3, 1885, when he was assigned to clerical work at Headquarters. Mr. Norton was promoted to the grade of Assistant Foreman, July 1, 1889, and to Foreman, June 1, 1891. Although not obliged to perform fire duty he always takes an active part at big fires, and at the Smith & Gray fire was the man who took the pipe up to the roof of the Johnson building, opposite the burning building, and is one of the most courteous, brightest, best-informed officers in the Department.

FOREMAN EBEN H. SHUTE.

Clerk to Chief Engineer.

Foreman Eben H. Shute was born in the Sixth Ward, Brooklyn, January 4, 1844, but is now a resident of the Twenty-fifth Ward. He received his education in the public schools, and when he graduated became a clerk. Later on he became the private secretary of Herman Livingston, of the firm of Mansfield, Lovell & Co., custom house brokers, of No. 7 New Street, in which he remained five years. In 1862 he became a



JAMES H. FLYNN, Assistant Inspector.

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ASTOR LENOX
TILDEN FOUNDATIONS.

member of Hope Hose Company No. 9, of which Chief Nevins was then Foreman, and did active duty up to the time of the disbandment of the Volunteer Department. On Jan. 14, 1870, he was appointed a member of the new Department and assigned to Engine No. 4. One year later he was appointed clerk to Chief Nevins, and has held that position for over twenty years.

FOREMAN JAMES H. BRENNAN.

Foreman James H. Brennan, detailed in charge of the Veterinary Department, is a man as well known to the old "vamps" as he is the members of the present Department. He was born in the Seventh Ward, Oct. 15, 1846, and in boyhood attended public school No. 12 for a time, then went to Father Maguire's parochial school, and finished his education in Public School No. 45. At the age of fourteen he started out to earn his own living as a rope-maker at Tucker's rope-walk, in Williamsburgh. After he had acquired a thorough knowledge of rope-making, he took up the trade of a hat-finisher. In 1868 he retired from that business to take a position in the Navy Yard. On Sept. 15, 1869, he was appointed a fireman and assigned to duty with Engine Company No. 9, as a private. He was promoted to the grade of driver July 7, 1871, and detailed to the Veterinary Department in May, 1886. He was advanced to the grade of Assistant Foreman July 1, 1889, and to Foreman, June 1, 1891. In the days of the Volunteer Department he was a member of Phoenix Engine Company No. 12. Mr. Brennan can recall many thrilling experiences of those days, and yet carries the mark of a bullet fired by a runner of an opposition company. He lives at No. 135 Canton Street, and is the father of eleven children, six of whom are dead. He is genial in manner, a good hand at telling a story, and strictly faithful in the discharge of his duty.

FOREMAN MILES CAMPBELL.

Foreman Miles Campbell, detailed to Repair-shops, was born in the city of New York in Nov., 1849, and attended Public School No. 27 until he was fifteen years of age when he went to learn the tin-roofer's trade. He became an expert at the business, and continued to work at it up to Sept. 20, 1872, when he was appointed a fireman and assigned to duty with Engine Company No. 3. In March, 1887, he was promoted to the grade of Assistant Foreman, and in July, 1889, was advanced to the rank of Foreman, and detailed to the Repair-shops as tinsmith of the Department. As a member of No. 3, he was detailed to the unpleasant task of assisting in the removal of the bodies from the ruins of the Brooklyn Theatre fire, and at the old Glass-house fire in State Street, in 1885, he assisted in the rescue of a German woman and her daughter who were buried beneath the debris when the walls fell. During the "blizzard" in March, 1888, on the way to a fire, he was thrown out of the District Engineer's wagon and had

one of his ankles severely injured. On April 2, 1891, while attempting to jump on Truck 5 as she was leaving the house, he missed his footing and fell, the hind wheel passing over his leg and foot, breaking the bones and otherwise injuring him so that he was laid up in St. Peter's hospital for nearly three months. In the days of the Volunteer Department, he was an active member of Hope Hose No. 9. Notwithstanding the injuries he has received in the discharge of his duties, he is still a strong, active, robust man, genial in disposition, and conscientious in the discharge of his duty. He is well known throughout the Department and is highly respected.

FOREMAN JAMES BURNS.

Foreman James Burns, detailed as driver for Chief Nevins, is on the roll of Engine No. 3, and makes his headquarters in that company's house. He was born in Brooklyn, March 8, 1855, and was appointed to the force Sept. 15, 1879, and assigned to Engine No. 3. He was promoted to Assistant Foreman Feb. 1, 1887, and advanced to the grade of Foreman Feb. 1, 1890. Mr. Burns is married and lives at No. 191 Luqueer Street. On Feb. 20, 1889, while going to a fire at Myrtle and Grand Avenues with Chief Nevins, one of the wheels of the wagon caught in a switch, overturned the wagon and threw out Chief Nevins and Mr. Burns, the former being so badly hurt that he was laid up for a month. Mr. Burns received injuries to his shoulder which laid him up for fifteen days.

ASSISTANT FOREMAN THOMAS HEFFERN.

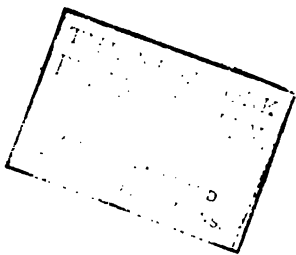
Assistant Foreman Thomas Heffern, detailed at headquarters as fire messenger, was born in the Fifth Ward, Sept. 19, 1850. He attended Public School No. 7, and in early life filled the position of pressman in a New York printing-office. "Tommy," as he is familiarly called around Headquarters, began his career as a fireman in the days of the old Volunteer Department and was a great favorite with the boys of Constitution Engine No. 7, of which company he was an active member up to the time of the foundation of the present Department. In Jan., 1870, he was appointed messenger at Fire Headquarters, and on Sept. 25, 1879, was made a fireman and assigned to Engine Company No. 6. He never did active service with this company, however, as his services were more in demand as a messenger. He was promoted to the grade of Assistant Foreman, June 1, 1891, and detailed in the same capacity. He is one of the landmarks of the present Department and is an undisputed authority on all matters affecting data and incidents relative to the old and, especially, to the new Department.

ASSISTANT FOREMAN WILLIAM HENRY HARRIS.

Assistant Foreman William Henry Harris was born in the Fifth Ward, Nov. 16, 1843. He attended Public Schools No. 7 and No. 12. His father, at this time,



PRESOTT L. WATSON, Superintendent of Telegraph.



had charge of the "rigging loft" in the Navy Yard, and when the young man finished his studies, he decided to follow the trade of a sail-maker, at which he subsequently became very proficient. In 1862 he went to the war with the 13th Regiment of Brooklyn, and remained out for three months. In 1864 he became a volunteer fireman and did active duty with Union Engine Company No. 5 until the organization of the new Department, when he was made Foreman and put in command of Engine Company No. 10. He was, subsequently, transferred to Engine No. 9, and, after twelve years' service, resigned from the Department. Two years later he was reappointed and sent as a private to Engine Company No. 6. He was afterward promoted to Assistant Foreman and placed in charge of the supply store at Headquarters, in which position he now is. Mr. Harris is married and lives at No. 652 Gates Avenue.

ASSISTANT FOREMAN THOMAS J. NASH.

Assistant Foreman Thomas J. Nash is detailed at the Repair-shop, in charge of the plumbing work of the Department. He was born in the Fifth Ward of Brooklyn, in the year 1855, and was appointed a fireman, June 15, 1887, and assigned to Engine No. 9. His promotion dates from Feb. 13, 1892. At the Planet Mills fire, in 1889, he fell through a hatch, but escaped with slight injuries.

ASSISTANT FOREMAN EMMET SODEN.

Assistant Foreman Emmet Soden, detailed at the Repair-yard, was born in New York City, July, 1857. When he was five years old his parents removed to Brooklyn and located in the Eighteenth, now the Twenty-seventh Ward. For seven years he attended Public School No. 24, and then went to learn the sash and blind branch of the carpenter's trade, from which he graduated a skilled workman a few years later. He was appointed to the uniformed force on Sept. 15, 1873, and assigned to Engine Company No. 6. A few months later he was transferred to Engine Company No. 17, where he did active duty until six years ago, when he was detailed to the Repair-shops. He was promoted to the grade of Assistant Foreman, June 1, 1891. In July, 1884, at the Brooklyn Moulding Mills fire on Bushwick Avenue, he was cut off in the building and burned so severely that he was laid up for some time. Mr. Soden is married and resides at No. 47 Cedar Street, in the Twenty-seventh Ward.

FIREMEN DETAILED.

JOHN FARRELL is one of the oldest men on the uniformed force, having been born in the County Westmeath, Ireland, in the year 1832. His opportunities for obtaining an education in the old country were exceedingly limited, and when he arrived in New York at the age of thirteen, he found employment in the paper store of Cyrus W. Field,

No. 111 Cliff Street, as light porter. Subsequently he learned the trade of a blacksmith, and as he grew to manhood attached himself to the Metropolitan Hose No. 39, of the New York Volunteer Department, in which service he remained for seven years. In 1861 he enlisted in the 10th Regiment, "National Zouaves," and after serving two years was discharged by reason of a severe wound in the leg. Returning from the war he located in Brooklyn, and became a member of Phoenix Engine No. 12. He was one of the first men appointed in the new Department, and is detailed to the Repair-shop from Engine No. 9. On one occasion while going to a fire a car ran into the tender on which he was riding and broke his knee cap.

DANIEL HURLEY has charge of the mason work of the Department, and is detailed to the Repair-shop from Engine No. 12, to which company he was appointed Jan. 28, 1882. He was born in New York City on Oct. 21, 1846, and with his parents removed to Brooklyn two years later and settled in the Sixteenth Ward. He attended Public School No. 19, and afterward learned the trade of a stone-cutter. In the days of the Volunteer Department he ran with "Red Jacket" Hose No. 10. At the outbreak of the war, he enlisted with the one hundred day men and went out with the 56th New York Volunteers.

JAMES FITZPATRICK, detailed to Repair-shop from Engine No. 20, was born in Ireland on Oct. 31, 1839, and came to Brooklyn when he was four years of age. After completing a parochial and public school education he learned the cooper's trade, at which he worked up to Sept. 15, 1869, when he was appointed a fireman and assigned to Engine No. 2. As a volunteer fireman he was attached to Empire Engine No. 19, afterward Empire Hose No. 19, and Hibernian Engine No. 16.

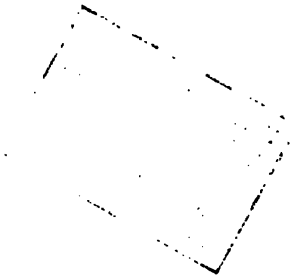
BERNARD GRAY was born in the old Sixth Ward in the year 1842. He obtained his education at Public School No. 6, and St. James parochial school. He devoted several years of his life to the trade of a bricklayer and plasterer, and on July 1, 1874, was appointed a fireman, assigned to Engine No. 4, and detailed to the Repair-shop. He fell from a ladder at the Bagging Factory fire on Front Street some years ago, and broke one of his legs. Mr. Gray joined the Volunteer Department in 1858, and ran for nearly four years with Mt. Prospect Engine No. 16.

ANDREW TENNANT was born in Boston on Oct. 27, 1847, and when he was three years old his parents removed to Brooklyn and settled in the Fourteenth Ward. After finishing his studies at Public School No. 17, he went to learn the trade of a machinist. On Sept. 15, 1869, he was appointed an engineer in the new Department and assigned to Engine Company No. 22, from which he is now detailed to the Repair-shop as a machinist. Mr. Tennant was a member of Northern Liberties Engine Company No. 5, in the Volunteer Department.

ALFRED ELI GRUNDMAN was born in New York City in 1838, and received his



	<p>FOREMAN JAMES BURNS, Driver to Chief Engineer.</p>	
<p>ASST. FOREMAN THOMAS HEFFERN, Messenger at Headquarters.</p>	<p>FOREMAN JAMES KELLOCK, Superintendent Bureau of Combustibles.</p>	<p>ASST. FOREMAN WILLIAM H. HARRIS, In Charge of Supply Store.</p>
<p>FOREMAN EBEN H. SHUTE, Clerk to Chief Engineer.</p>	<p>JAMES T. WAFER, Inspector of Fire Boxes.</p>	<p>FOREMAN EDWARD J. NORTON, Clerk at Headquarters.</p>



education at the public school in Cherry Street. At the age of thirteen he went to work in a cracker bakery, and three years later went to learn the machinists' trade. In 1854, he came to Brooklyn and in Jan., 1857, he became a member of Victory Engine Company No. 13, and was the engineer of the first steamer used in the Volunteer Department. In 1869, he was appointed to the new Department and assigned as engineer to No. 11, from which he is now detailed as machinist to the Repair-shop. He is a member of the Exempt and Veteran Firemen's Associations. He has a record for saving the life of an eleven year old child at a dwelling-house fire on Wythe Avenue, in the early days of the new Department.

JOHN W. SMITH, JR., son of ex-Assistant Chief Engineer Smith, was born in the Fourteenth Ward, Oct. 24, 1886. He attended Public School No. 17, and at the age of fourteen went to learn the trade of a machinist. He was appointed a fireman Feb. 3, 1887, with the rank of engineer and was assigned to Engine Company No. 25, from which company he is detailed to the Repair-shop.

JOSEPH G. GREEN was born in New York City in 1840, and early in life came to Brooklyn, where he attended Public School No. 4. He learned the trade of engineer and machinist, and when appointed to the Department, Aug. 15, 1870, was detailed from Engine No. 8 to the Repair-shop as a machinist. As a volunteer fireman he served two terms as engineer and Foreman of Columbia Engine 10.

FREDERICK J. WOHLLEBER was born Feb. 2, 1856, in Summerset County, N. J. His parents came to Brooklyn while he was in his infancy and located in the Eighteenth Ward. When he left Public School No. 22 in 1870, he went to learn the trade of a sign and carriage painter. He was appointed a fireman Aug. 28, 1882, and assigned to Engine No. 10. Later he was transferred to Engine No. 18 and was then detailed to the Repair-shops, where he does all the fancy striping and lettering on the engines, trucks and fire wagons. On the way to the Bushwick car stables fire, he was thrown from the tender and severely injured. As a volunteer fireman, he was a member of "Live Oak" Hook and Ladder Company No. 2.

THE TELEGRAPH BUREAU.

A very important body of men connected with the Fire Department are the operators stationed in the Telegraph Bureau. There are twelve in all, three of whom are in the Sub-Telegraph Office, at South First Street and Driggs Avenue, in the Eastern District. The nine operators of the Western District are divided up into three relays, which are so arranged as to have each man on duty twelve hours, and off twenty-four. The operators of the Western District are:

EDWARD DOUGHERTY, the senior operator, was born in Brooklyn, on April 21, 1847. At the time of the organization of the Paid Department he was appointed a

bell-ringer and assigned to duty in the City Hall tower, and on Jan. 9, 1883, was detailed to his present position in the Telegraph Bureau.

RICHARD C. LAMB, was born in Vermont, March 8, 1834. He served in the United States Navy during the Civil War, and with the exception of the time spent in that service, he was an active member of the Volunteer Fire Department, from 1853 to 1869, being at one time Foreman of Hose Company No. 6, and afterward Assistant Engineer. He was appointed a member of the present Department Sept. 15, 1869, and assigned to Hook and Ladder Company No. 2, from which he is now detailed to the Telegraph Bureau.

FRANCIS H. MOLLOY was born in Brooklyn on Dec. 5, 1850, and was appointed to the uniformed force on Dec. 28, 1876, and assigned to Engine Company No. 3. On May 1, 1881, he was detailed to the Telegraph Bureau from Hook and Ladder Company No. 1.

GEORGE A. FREETH was born in New York on Sept. 6, 1865. He was attached to the Telegraph Bureau for nearly two years before he was appointed to the uniformed force, which was on April 15, 1890. He was then assigned to duty with Engine Company No. 28, and a few days later was detailed from that company to the Bureau.

ROBERT T. FLYNN was born in the city of New York on Jan. 10, 1860, and was appointed to the Telegraph Bureau on May 1, 1888.

MICHAEL FRANCIS GREGORY was born on Nov. 5, 1853, in the old Ninth Ward of Brooklyn. On July 15, 1880, he was appointed to the new Department and assigned to the Sixth Ward tower as a bell-ringer. When bell-ringing was abolished he was detailed as an operator to the Telegraph Bureau.

EDWARD SINNOTT was born in Ireland, on April 21, 1844, and at the age of ten came with his parents to Brooklyn. On Dec. 14, 1863, he became a member of Engine Company No. 5 of the Volunteer Department and served with that company up to the time of the disbandment of that organization. On May 2, 1874, he was appointed a bell-ringer in the new Department, and in Jan., 1883, was detailed to the Telegraph Bureau.

JOHN S. HAWKINS was born in the city of New York on Sept. 16, 1840. He was appointed a bell-ringer on July 15, 1880, and assigned to the Sixth Ward tower. On April 7, 1881, he was transferred to the City Hall tower and on Jan. 28, 1886 was detailed as an operator.

SAMUEL BURNS was born in Brooklyn, on Nov. 7, 1845. He was a member of the Volunteer Department for eighteen months, during which time he ran with Engine Company No. 7. When he became a member of the uniformed force on Sept. 15, 1869, he was assigned to duty with Engine Company No. 8, from which he is now detailed.



FOREMAN JAMES H. BRENNAN,
Veterinary Department.

FOREMAN PETER W. BIRCK,
Foreman of Detailed Mechanics.

ASST. FOREMAN EMMET SODEN,
Detailed to Repair Shops.

PATRICK NEVINS,
Superintendent of Repair Shops.

FOREMAN MILES CAMPBELL,
Detailed to Repair Shops.

FOREMAN JOSEPH J. MCCORMICK,
Operator Sub-Telegraph Office.

JAMES LYNCH (Deceased),
Late Superintendent of Repair Shops.

FOREMAN JOHN MCGRONEN,
In Charge of Harness Shops.

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FOREMAN JAMES H. BRENNAN,
Veterinary Department.

FOREMAN PETER W. BIRCK,
Foreman of Detailed Mechanics.

ASST. FOREMAN EMMET BODEN,
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PATRICK NEVINS,
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FOREMAN MILES CAMPBELL,
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JAMES LYNCH (Deceased),
Late Superintendent of Repair Shops.

FOREMAN JOHN MCGRONEN,
In Charge of Harness Shops.



MATTHEW ENNIS is an acting operator in the Telegraph Bureau. He was appointed on April 15, 1862, and is an expert at the business, notwithstanding the fact that he does not rank as a full-fledged operator. He was born in the city of Brooklyn, on St. Patrick's Day, 1867.

THOMAS MCCAFFREY is an operator in the Sub-Office at the corner of Driggs Avenue and South First Street in the Eastern District. He was born in New York City, in Jan., 1830. In 1850 he joined the Volunteer Fire Department of Brooklyn and was attached to Washington Engine Company No. 1 until the disbandment of that Department. On Sept. 15, 1869 he was appointed to the Paid Department and assigned to Engine Company No. 12. At the chalk factory fire on South Third Street, between Kent and Wythe Avenues on Jan. 30, 1870, Mr. McCaffrey was so badly injured by a falling wall that he was obliged to go about on crutches for over a year. When he was able to throw them aside he was detailed as messenger to Assistant Chief Smith. One year after he was assigned to duty with Hook and Ladder No. 4 and then was transferred to Hook and Ladder No. 6, and from there to Engine 21, from which company he is now detailed to the Sub-Office. At the fire at Solon and Fleming's oil works Mr. McCaffrey had his clothing burned from his back, and at a brewery fire, corner of Scholes and Lorimer Streets, some time after, he was struck on the head by a falling slab and knocked senseless. While detailed as driver to Assistant Chief Smith, he was one day assisting "Fatty" Irwin, the bell-ringer, stationed in the Fourteenth Ward tower, to draw sulphuric acid from a carboy for use in the batteries, when an explosion occurred which burned him terribly about the face and head. About eighteen years ago, at a fire on Fifth Street, he rescued a woman and her five children from the second story of a burning building, by means of a plank.

WILLIAM IRWIN, better known as "Fatty" Irwin, (his weight being about 230 pounds) made himself famous in Sept., 1873, by his celebrated "slide for life" from the burning bell-tower of the Fourteenth Ward. He was born in New York, on April 7, 1834, and after leaving school at the age of sixteen learned the trade of a boat-builder. He was at one time a member of Rutger's Hose No. 26 of the New York Volunteer Department, but resigned from that company in 1858 and removed with his young wife to Williamsburg. There he did occasional service with Continental Bucket Company No. 1. When Hose Company No. 6 was organized, in 1858, he became an active member, and upon its disbandment, in 1863, he joined Eagle Engine No. 6 and ran with her up to the time of the organization of the Paid Department. In 1870 and 1871 he was Inspector of Pavements for the Eastern District. In 1872 he was appointed bell-ringer and assigned to the Fourteenth Ward tower. It was in this tower, in September, 1873, that he was cut off by the flames, and after sounding an alarm on the big bell, made his perilous descent from the "lookout" by the aid of a one hundred foot rope.

Had it not been for a few "cool-heads" who seized the lower end of the rope and pulled him out from the building as he descended, he would never have lived to tell his experience of that exciting episode. As it was he received a scorching and his hands and legs were frightfully lacerated from the friction of the rope. His money, watch, and extra clothing, together with the rope which saved his life, were consumed by the raging fire which totally destroyed the tower. It was during the rebuilding of the tower that an explosion of sulphuric acid in the storeroom severely injured him and Driver McCaffrey. Mr. Irwin could not see for several days thereafter, and to this day his eyesight is impaired from the effects of the burns received. When the new tower was completed, he acted as bell-ringer for some time and was then transferred to the Sixteenth Ward tower and from there to the City Hall tower. When bell-ringers were dispensed with, Mr. Irwin was assigned to duty in the Sub-office as an operator, and that is still his occupation.

SAMUEL W. IRWIN, nephew of the above, is an assistant operator at the Sub-Telegraph Office. He was born in Brooklyn, on Nov. 26, 1863, and was appointed to this position Aug. 1, 1890.

Foreman JOSEPH J. McCORMICK, detailed as an operator at the Sub-Telegraph Office in the Eastern District, is marked for life with the evidences of the dangers of a fireman's duty, and has shown what pluck will take a man into, and from what dreadful experiences one may come out alive. Prior to Oct. 11, 1888, he was a stalwart, handsome man. On the morning of that day, as Foreman of Engine Co. No. 15, he responded with his company to an alarm from Box 399, located in Pratt's oil works, on Kent Avenue, between North 10th and 11th Streets. It was at 5:35 o'clock in the morning, and twenty minutes later he was on his way to St. Catharine's Hospital in an ambulance, burned, bleeding and disfigured for life.

On the morning in question, Engine 15 had the hydrant nearest to the storehouse and tank sheds. There was an alleyway dividing the storehouse proper from the sheds, in the latter of which were two 15,000 barrel receiving tanks. McCormick, with firemen Hellen and McElroy of his company and O'Keefe of Truck 6, were taking the pipe into the narrow alleyway with the intention of reaching the vessel lying at the dock beyond, and on which the fire had originated. Once inside the alley gate, the men found the heat and smoke so intense as almost to force them back. McCormick turned half around and shouted back to the engineer to turn on the water. Scarcely had the words passed his lips, when an explosion in the tank shed occurred, and in an instant the alley was flooded with a seething mass of burning oil, which enveloped the men rapidly. McCormick recovered first from the shock of the explosion and regaining his feet he threw one arm across his face and with the other outstretched began to grope his way through the fiery furnace toward the street. John Asmus, then a mem-



TELEGRAPH BUREAU STAFF.

John Feeney.

Wm. Gordon, Wm. Kinsella, Edw. Doyle,

John Supple, Francis Riley, Geo. Freeth, Thos. Mullen, Thos. Slavin,

Alex. Lavigne, Rich. C. Lamb, Wm. Dolan, Francis Molloy, Prescott L. Watson,
Superintendent.

Matthew Ennis, Robt. Flynn, Patrick Maloney, Edw. Sinnott, Michael F. Gregory,

Jas. T. Wafer, Edw. Dougherty, Jas. Lawlor, John S. Hawkins, Sam'l Burns,
Insp'r of Tpl.

ber of Engine 15, had reached the entrance by that time and saw the outstretched hand. He grasped it quickly and firmly, but the flesh on the hand and wrist was so cruelly burned that it dropped away from the bones like a glove pulled from the hand. Not one groan escaped from the lips of McCormick as he walked to the office of the Gas Light Company, about 250 feet away, where he asked for a priest, and then sank into unconsciousness, in which state he remained for twelve days. When Surgeon Smith of the Department arrived, he, with the ambulance surgeon, declared that there was no hope of saving McCormick's life. The flesh on his wrists and hands hung in shreds, and his face and head were a horrible sight to look upon. He was taken to St. Catharine's Hospital and John Asmus was detailed to assist in nursing him. Everything that medical skill could do to alleviate suffering was done, and much to the surprise of doctors and friends, the unfortunate man clung to life with a desperation never before witnessed. On the first of December following, McCormick was removed to his home, at his own request, and Asmus was further detailed to nurse him. Then followed operations to straighten the drawn and crippled hands, and to preserve the eyes. Only on one occasion would he allow the surgeons to administer ether while using the knife, and that was when the eyes were operated on.

But after all that medical skill could do, "Joe" McCormick's hands are still useless. The fingers have grown together, and the hands are drawn and bent. His face is deeply scarred, and his eyes, though much improved by the operation, still show that they have been through fire. His recovery is considered a miracle. While he was in the hospital and undergoing subsequent operations, he was visited by many surgeons in high standing from all parts of the country, who declared that his recovery was a most marvellous thing.

This unfortunate man, who is an object of sorrow to those who know him and love him, was considered one of the most capable men in the Department before he was injured, and his prospects were good for promotion to the rank of District Engineer had his days of usefulness been extended. "Joe," as he is best known among the firemen of both cities, was born in Brooklyn, on May 9, 1850. In his youth he attached himself to Protective Engine No. 11, and when the Paid Department went into operation, he was appointed a member and assigned to duty with Engine 11. For fourteen years he served the city faithfully with this company, and when a competitive examination was held for the foremanship of the newly organized Engine Co. No. 15, McCormick was the successful candidate, and was promoted on June 14, 1885, and placed in command of that company. By intelligence and reliability he won the respect of his superior officers, and was selected at one time to act temporarily as Engineer of the Sixth District, during the absence of John H. Perry. While acting in this capacity, he was thrown from his wagon and received severe injuries to his head and shoulders. At the

Commercial Street sugar house fire, June 13, 1887, he was under a wall giving directions to the company about placing the pipe. He happened to look up, saw the wall swaying, shouted to the men, and then sprang backward, just as the wall fell with a crash. His prompt warning probably saved the lives of several men, whose attention was directed in another way. Foreman McCormick has a host of friends in and out of the Department. He lives happily with his wife and children at No. 168 South Third Street, in the Eastern District.



JAMES DOYLE, District Engineer First District.

CHAPTER VIII.
COMPANIES OF THE FIRST DISTRICT.

DISTRICT ENGINEER JAMES DOYLE.

DIVISION OF THE CITY INTO FIRE DISTRICTS—REAPPORTIONMENTS IN JULY, 1892
—OLD DISTRICTS OUTGROWING OLD FACILITIES—NEW DISTRICTS, DISTRICT
ENGINEERS, AND COMPANIES—THE DISTRICT LIMITS—THE FIRST DISTRICT—
DISTRICT ENGINEER DOYLE, HIS WAR AND FIRE SERVICE—ENGINE COM-
PANY NO. 2, OF RED HOOK POINT—ENGINE COMPANIES NOS. 3 AND 4 AND
THE IMPORTANT DISTRICTS THEY COVER—HOOK AND LADDER COMPANY NO.
1, THE FIRST TRUCK COMPANY ORGANIZED.



COMMISSIONER ENNIS' plans for extending the facilities of the Fire Department and increasing its efficiency, took what will be their final shape for some time to come in July, 1892, when he announced the newly apportioned fire districts and appointed five new District Engineers to fill existing vacancies and assume the new commands. The growing density of population in the built-up portion of the city, and the constant extension of the house-covered area in the outlying portions, had for a long time past given the companies guarding the immense interests at stake an undue amount of work. The District Engineers found their duties growing more and more pressing, as the city grew, and even with the increase already made in the number of new companies there was still the need of others to divide the work with them. Besides two new companies organized during the early part of the year plans were laid for the organization of four others as soon as accommodations could be gotten ready for them—two engine-companies, one truck-company and a second

fire-boat—for which houses and apparatus were at once put under construction, and the city was re-districted for fire purposes, making ten districts in place of eight.

By this apportionment, the districts may be said, generally, to cover the city as follows:—the First District includes South Brooklyn south of Harrison and Butler Streets; the Second District protects the Heights and the shopping centre, as far up as Sixth Avenue; the Third surrounds the Navy Yard, as far as Cumberland Street; the Fourth continues on from the border of the Third as far as Throop avenue; the Fifth and Sixth cover the most populous portion of the Eastern District of Brooklyn and its water-front; the Seventh adjoins them, toward the east; the Eighth and Ninth protect the great territory within the city line at its easterly boundary, not covered by the other districts; and the Tenth lies between the city line and Gowanus Bay.

To particularize regarding the First District, which will now be described, with its District Engineer and its constituent companies—this district takes in all of South Brooklyn below the line of Harrison and Butler Streets, the northerly boundary; the Gowanus Canal describing the easterly limits, while Gowanus Bay and the waters of New York Bay surround it elsewhere. It is a very important water-front that is entrusted to the companies of this district, the great Atlantic and Erie Basins occupying a large part of the shore line; and an extensive residential district lies within.

DISTRICT ENGINEER JAMES DOYLE.

District Engineer James Doyle, in command of the First District, was born in Brooklyn on March 14, 1842, and received his education at the parochial and public schools. In Oct., 1862, he enlisted in Company G. 9th Reg't, N. Y. Vols., (Hawkins Zouaves,) which took part in all the principal engagements in the early days of the struggle between the North and the South, and whose ranks were so depleted by killed and wounded as to necessitate its consolidation later in the conflict with the 3d Regiment, New York Vols. At the battle of Pleasant Hill, N. C., in 1864, Private Doyle was severely wounded in the left shoulder. While lying in the Lincoln General Hospital in Washington he was promoted to the rank of corporal. Having recovered from his wound he rejoined his regiment just as they were setting out for the second attack upon Fort Fisher. After this engagement, Corporal Doyle was advanced to the rank of sergeant for meritorious conduct on the field. In June, 1865, he was honorably discharged from the army, and returned to his home in Brooklyn.

He joined Hope Hose Company No. 9, then located in Van Brunt Street, near Carroll, which later was furnished with a steam fire-engine, and had its name changed to Hope Engine Company No. 8. The present Chief Engineer of the Department was made Foreman of the new company, and Mr. Doyle continued to do duty under him until the new Fire Department came into existence. Mr. Doyle was one of the first

Foremen appointed, and he was put in command of Engine Company No. 2. He continued in command of the company up to 1877, when the first "Three-headed" Commission was appointed, and he with other members of the force was discharged. When the Commission of 1879 came into power, Mr. Doyle was reinstated and placed in command of his old company. In 1884, when Commissioner Richard H. Poillon created two new districts, Foreman Doyle became a candidate for District Engineer of one of them, and on July 1, 1885, Commissioner Poillon promoted him to that office and assigned him to the First District, which then comprised that portion of the city extending from Union Street south to the city line, and from Prospect Park to the East River. In this District were located Engine Companies Nos. 1, 2, 20 and 28, and Hook and Ladders Nos. 1 and 9. The action of Commissioner Poillon in making this promotion met with favor from the residents of the district, in which Mr. Doyle had long been a popular resident. In Fire Department and Grand Army circles he is held in the highest regard. As a soldier he proved himself worthy of promotion, and as a fireman he has been advanced on his merits. As a District Engineer, in the early morning hours of June 28, 1886, at a fire in the three-story brick building, No. 464 Fifth Avenue, he assisted in saving the lives of Elizabeth Hawes and her three children, who lived on the top floor, and had been overcome by the smoke and badly burned.

ENGINE COMPANY NO. 2.

Engine Company No. 2, located at Van Brunt and Seabring Streets, adjoining the house of Truck No. 1, was organized when the Paid Department was created. The two-story, brick double house is familiar to thousands of people who have occasion to traverse Red Hook Point. There, for nearly a quarter of a century, the two companies, lying side by side, have protected millions of dollars worth of property. The history of Engine No. 2 is the history of the early days of the Department. It is also closely identified with the history of the Twelfth Ward. The residents of that section have long looked upon it as one of their institutions, and without it Red Hook Point would not appear like itself. When the company was first located there, that section was sparsely settled, but it offered admirable facilities for manufacturing purposes. One of the finest water-fronts in the world was the inducement that attracted many large manufacturing firms in New York, and in fact from all over the country, to locate there. Besides that it was within five minutes' walk of Hamilton Ferry. In a short time immense factories and warehouses grew up with surprising rapidity. Now it is by far the greatest manufacturing centre in the city. Among the large industries that give employment to hundreds, who live in, and go to make up the large resident population of the region, are the stove works of the Richardson & Boynton Company, the factory of the Chesboro Vaseline Manufacturing Company, Worthington's Hydraulic

Pump Works, the Pioneer Iron Works, the Lidgerwood Iron Works, the South Brooklyn Machine Company, the India Wharf Brewing Company, J. M. Williamson's Drop Forging Works, P. H. Gill's Elevator Works, Casey's Rosin Works, the South Brooklyn Fire Brick Manufactory, and many other large concerns. Besides these are the immense storehouses that line the water-front, including those of the Beard estate, the Robinson estate, the Atlantic Dock Company, the Erie Basin Stores, Findlay's Stores, and the Long Dock Stores. Added to these are the large ship-building concerns located along the bay, and thousands of vessels, large and small, that are continually loading and unloading their cargoes there. It is estimated that more goods are handled at the Atlantic Dock and Erie Basin than at any other similar places in the country. Recently the Inman and White Star Steamship Companies have purchased property in the district, and before long it will be the headquarters of these and other large lines of transatlantic steamship companies.

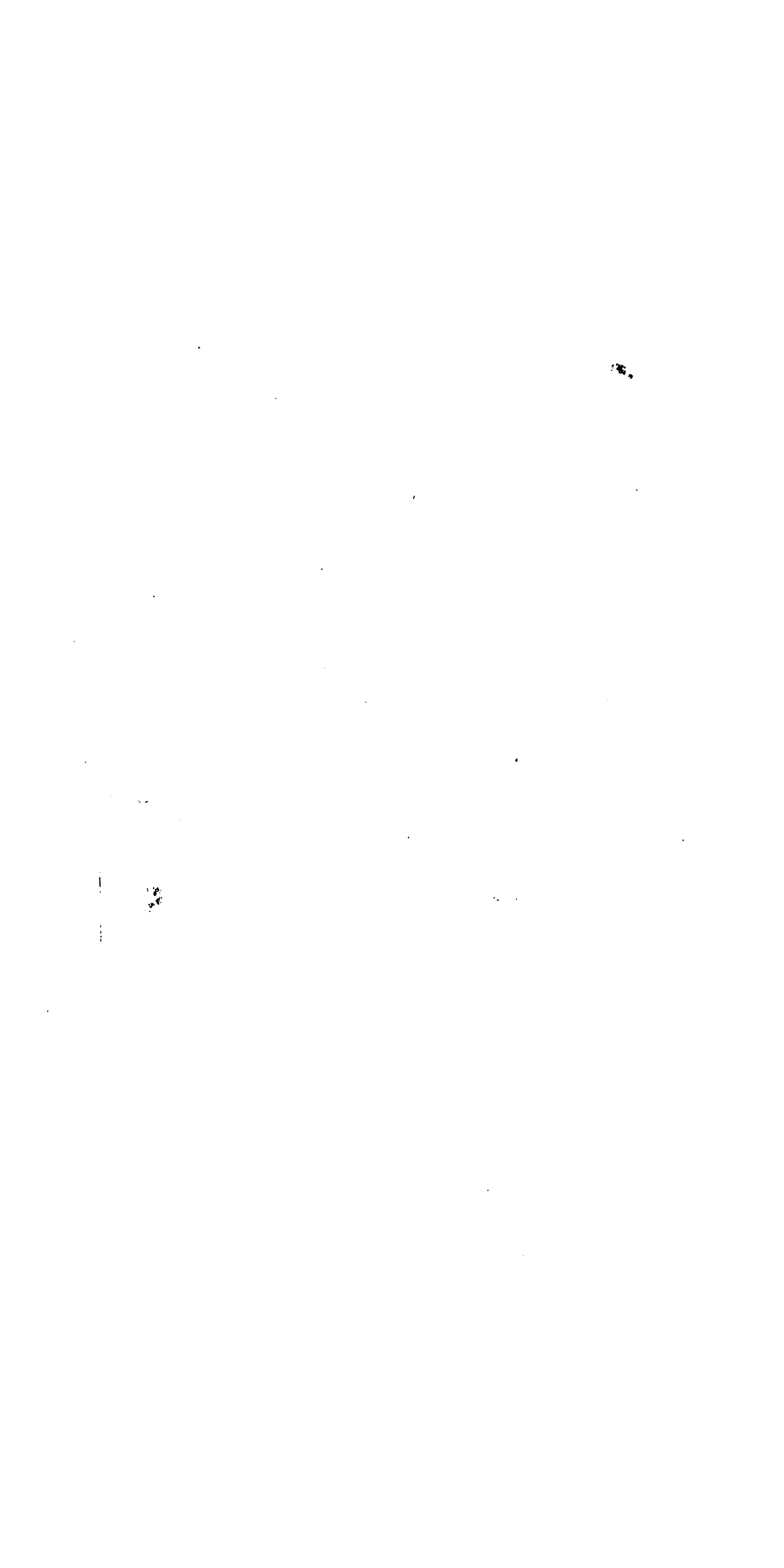
When the company was started fourteen reliable and experienced men who had served in the Volunteer Fire Department made up the membership. The present District Engineer of that section, James Doyle, was placed in charge of the company. He was one of the first Foremen appointed and was known as a fire fighter from the top of his head to the soles of his feet. And what a company it was! Every man was an athlete, fearless and enthusiastic in his new and novel calling. From the old system of the Volunteers to the new system, provided with every improved appliance and contrivance for suppressing fire, was a great change. Old timers tell of the valiant deeds of the original members of Engine No. 2. "No fire," say they, "could get beyond the control of the boys." The small number of fires, and the comparatively small losses, certainly bear testimony to their efficiency. Under the old *régime* the company had a large district to cover. Not only was it obliged to cover the Twelfth and Sixth Wards, but its territory included all Gowanus as far as Bay Ridge. Until less than two years ago, when Engines Nos. 1 and 28 were placed in the lower end of the Eighth Ward, the company was compelled to do a great amount of duty. Since then it does not go over the Gowanus Creek unless a second alarm calls, and to a few special boxes. Its district now is bounded by Atlantic Avenue, the water-front, and Gowanus Creek. Altogether the company responds to 44 first alarm calls. Foreman Doyle continued in command of the company until his appointment as District Engineer in 1885. The company was known throughout the Department for its skill, and was many times complimented for good work performed at fires; and from this it has in no way retrograded. It still maintains the high standard set years ago, and is improving with the times. Better facilities are provided now than when the Paid Department came into existence.

When District Engineer Doyle assumed his new duties, the command of Engine 2 was transferred to Foreman PLATT VAN COTT, a veteran grown gray in the service.



ENGINE COMPANY No. 2.

- | | | | | | | |
|--------------------|------------------|-----------------|------------------|---------------------|----------------|-----------------|
| Francis Curran, | John B. Donovan, | Lawrence Fagan, | Wm. P. Skidmore, | Francis Monnaville, | Thos. P. Shea, | John Dwyer, |
| Francis H. Molloy, | Peter Dunne, | John Mahoney, | George J. Ryan, | James Kemp, | Jas. Cullen, | Platt Van Cott, |
| | | | | | Asst. Foreman, | Foreman. |



He had served in many companies, and had organized several. He was born at Rockaway, L. I., April 6, 1846, coming of the old Long Island family of his name. Before he attained his majority he came to Brooklyn, and during the war he served in the navy for fifteenth months. At the organization of the Department he was appointed a fireman and assigned to the company in Greenpoint, for three years, after which he was intrusted with the duty of organizing Engine Company No. 15. He started that with all new men and was the acting Foreman of it for seventeen months. On May 10, 1873, he was appointed Foreman, and continued in command of Engine No. 15. Then he was sent to Truck No. 4, for a year, and from there he went to Truck No. 6, and spent about the same length of time. He was in command of Engine No. 13, for six years, until he was called to Engine No. 2, on Feb. 11, 1886. At the special desire of Commissioner Partridge he organized Engine Company No. 18. He has attended all the big fires and has never met with an accident. Foreman Van Cott is of medium height, well built, with an intelligent face and white hair. He is regarded as a strict disciplinarian, but is never harsh. He has in his command a fine lot of men, many of whom, like himself, have served since the Department was organized.

Assistant Foreman JAMES CULLEN is a fine specimen of a fireman. He was born in New York just half a century ago, but looks much younger. At an early age he moved to this city and settled in the Twelfth Ward. On June 1, 1872, he was made a fireman, but had previously served in the Volunteer Department. His first duty was with his present company, and with the exception of three months he spent as a member of Engine No. 1, he has been a fixture in Engine No. 2; as a fireman he ranks with the best. He has had several narrow escapes from death from falling walls, but shows no marks as evidence.

Engineer FRANCIS CURRAN has served in that capacity since the company was organized. Before that he was an Engineer in the old Department. He is regarded as one of the best engineers that ever ran a machine, and can get as much service out of it as any man living. He was born in New York in 1844, but from early childhood has lived in the Twelfth Ward of this city. In stature he is below the average. His clean-shaven, thoughtful face is familiar to every one in the ward, and there is no one more popular.

JOHN DWYER, the driver, is another old-timer. He was born in New York, in 1844, and was made a fireman, July 1, 1872. When the war broke out he entered the navy and served with credit for two years. He has been connected with Engines Nos. 2, 3, and 4, at different times, mostly as driver, and is in every sense a capable one.

JAMES KEMP was born in Ireland in 1849, and landed in Brooklyn when a youngster. At the age of twenty-one he was made a fireman, his appointment being dated July 20, 1870. Among his colleagues he is justly popular, and by his superior officers he is esteemed for his faithful services and good deportment.

LAWRENCE FAGAN is every inch a fireman. He would rather tackle a burning building than any sort of amusement. Born in this city in 1850, he knows every street and building and is looked upon as a walking encyclopedia. On Feb. 7, 1876, he was appointed a fireman and has done most of his duty with Engine No. 2.

FRANCIS H. MOLLOY was born in this city, Dec. 5, 1850, and was appointed a fireman, Dec. 28, 1876. During his long service he has been in many hot fires and has been complimented several times for heroic service. At a fire in a grain elevator at the Erie Basin in 1879, he had a close call. Just as he, with several others, left an adjoining roof, the elevator fell over, striking the spot they had just abandoned. He has assisted in the rescue of several lives, notably among them being the removal of a woman and child from a burning building on Hamilton Avenue.

PETER DUNNE was born in Ireland in 1846, but is a thorough American. He was made a fireman on May 27, 1880, and has distinguished himself on several occasions by his coolness and bravery. Most of his service has been performed with the company he now serves so faithfully.

THOMAS P. SHEA has been a member of the Department and of Engine No. 2 for three years. He was born in this city on Nov. 29, 1865, and was made a fireman on May 20, 1889. He is spoken of as a good fireman, and he looks it.

JOHN MAHONEY is another veteran who has done a good deal of real service and performed it intelligently. He was born in New York City, May 26, 1844, and was made a fireman on June 10, 1870, a few months after the Department was organized. He has served faithfully as a member of several South Brooklyn companies, but for several years has been a fixture in Engine Company No. 2.

WILLIAM P. SKIDMORE was born in this city in 1853, and always had a liking for fire duty. On New Year's Day, 1883, he first reported for duty. Since then he has performed some creditable work, and is looked upon as one of the best men in No. 2.

JOHN B. DONOVAN has been a fireman since Dec. 15, 1885, and is as enthusiastic to-day as he was the first day he wore a uniform. Born in this city on June 26, 1859, he knows the territory thoroughly. There is no fire so hot or smoke so dense as to keep him out of a building.

FRANCIS MONNAVILLE was born Jan. 20, 1859, and was appointed a fireman April 1, 1885. He is willing, intelligent and brave, and possesses every requisite necessary in a fireman. Most of his duty has been with Engine No. 2.

GEORGE J. RYAN was born in this city, Nov. 27, 1866, and was made a fireman on Dec. 10, 1891. Although young in years he is old in experience and promises to make his mark in the Department.

MICHAEL QUINLAN was born in Brooklyn on June 3, 1862, and was appointed to the uniformed force on July 1, 1892.

ENGINE COMPANY NO. 3.

Engine Company No. 3 also began its existence on Sept. 15, 1869. It occupies a three-story brick building with brownstone front on Hicks Street, near Degraw, which in the days of the Volunteer Department was the quarters of Neptune Engine No. 2. The figure of a "rooster" and the words "Neptune No. 2" carved in the keystone over the doors are still plainly visible to the passer-by. The first floor of the building, as in all other engine-houses, is taken up by the apparatus and horses. On the second floor are the sleeping apartments of the men, and the third floor is fitted up as a gymnasium. The company is equipped with a second-class Amoskeag engine, a hose-cart of the old two-wheel style, and three of the finest horses in the Department; "Paddy," a large, handsome iron gray horse, is used on the hose-cart, and "Sam," a glossy black, and "Pete," a gray, draw the engine. These fine young animals are the best groomed and fleetest-footed in the service. Chief Nevins' horse, "Jim," a beautiful chestnut sorrel, occupies one of the stalls. There are, also, three finely bred dogs, whose superior intelligence entitles them to favorable mention in the history of this company. "Bob," a thorough-bred Gordon setter, is the exclusive property of Chief Nevins, and "Frank" and "Nell," both English coach-dogs with long pedigrees, are the especial pets of every man in the company. "Nell" is noted for her high-jumping qualities, and her agility in hand-ball playing. She can easily bring down a piece of sugar from the top of an eight-foot fence, and can catch a ball in her mouth as well as the average boy can with his hands.

The company is one of the best disciplined in the Department, and every man in it is a worker. They have one of the largest and most important districts in the city to cover, and one in which many disastrous fires have occurred. Joralemon Street is the northern boundary; Third Avenue and Twenty-first Street the eastern; Gowanus Bay the southern; and the East River the western boundary. On a first-alarm they respond to calls from eighty-seven boxes, and sixty-five additional on a second-alarm. Among the most important buildings in the district are the Harbeck, Pierpont, Watson, Martin, Columbia, Mediterranean, Dow's, Robinson, Baltic and Anchor Line stores, which form a continuous chain along the river front south of the Fulton Ferry slips; the India Wharf Brewery, Marks & Rowell's glycerine works, United States Warehousing Company stores, Atlantic Dock Company stores, Dow's, Pinto's and Lambeers' large grain elevators, Hydraulic Works, Richardson & Boynton's stove works, Pioneer Iron Foundry, Lidgerwood Manufacturing Company, German American stores, New York Warehousing Company, Beard's stores and elevators, Boston Dry Dock Company, J. K. Brick's fire-brick yards, Burtiss' ship-yard, Cheeseboro Manufacturing Company, Casey's rosin works, Taylor's saleratus works, Reilly & Crowley's foundry, Williams' Drop

Forging Works, Gill's machine shops, Smith & Gray's storage house at foot Hamilton Avenue, Downing & Lawrence ship-yard, Poillon's ship and lumber yards, New York Mica Roofing Works, Bowne's storage and grain elevator, Clombach's boiler shops, Creamer's brass foundry, Hodge's sale stables, Brooklyn City Railroad stables, Swan & Finch's oil works, Nelson Brothers' wood yard, Haggerty's glass works, Roebuck's Planing and Moulding Mills, South Brooklyn Saw Milling Company, John Rogan & Sons' storage house, Bay State shoe and leather factory, Newmada kid works, New York Color Works, Hobby & Dudy's lumber yard, Fitzsimmon's bird gravel works, Weber & Quinn's coal elevators, Bush's saltpetre works, Buchanan & Lyle's Planet Mills and tobacco factory, New York Tile Works, New York Cream Tartar Works, Gray's Sulphur Mills, Still's Sulphur Mills, Gregory's oil works, Roger's Planing Mills, New York packing box factory, Dykman's packing box factory, Loomis Planing Mills, Kenyon & Newton's sash and blind factory, Watson & Pettinger's lumber sheds, Sylvester & Ross' lumber yard, Hughes' lumber and lime yards, the works of the Citizens' Gas Light Company, Bergen's feed storehouse, Whipple's sash and blind factory, Witte's Weiss beer brewery, Shinnick's pipe works, McCaldin's lumber yard, Jansen & Hamlin Naval Storage Warehouse, the Anglo-American stores, Stein's Sale and Livery Stables, the stables of Wescott's Express Company, O'Brien's dry goods and storage house, Latimer's storage house, Good Care Storage Company, W. H. Merc's wall-paper factory, Herman Behr's sand-paper factory, F. O. Pierce's paint works, New York ink works, Brooklyn Button Works, Forsyth Chair Manufactory, Sperry's church furniture and cushion factory, Columbia Chemical Works, Higgins' soap works, New York Oil Pressing Company, Brooklyn Stained Glass Works, Gleason & Howland's coal yard, Casey's wood yards, Klein's coal yards, and the Union Ferry Company repair yards.

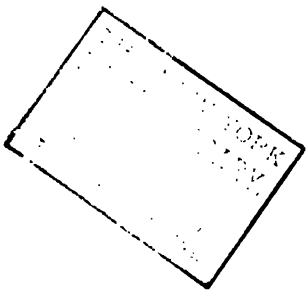
Among the large flat-houses in the district is the Fougera, the Home and Tower flats at Baltic and Hicks Streets, the Columbia on Union Street, the St. Charles on Sackett Street, and a row of flat-houses on the same street, the Tower flats at Sedgwick and Van Brunt Streets, the Waldo and St. Ann's on Hamilton Avenue, and the Windermere on First Place. Included also in this territory are the Long Island College Hospital, St. Peter's Hospital, St. Joseph's Home, Public School No. 78 on Pacific Street, No. 13 on Degraw Street, and a branch of that school on Union Street, No. 29 on Amity Street, No. 27 on Nelson Street, No. 30 on Walcott Street, No. 31 on Hoyt Street, and a branch on Degraw Street, St. Paul's Roman Catholic church and school, St. Charles Roman Catholic church and school, St. Peter's Roman Catholic church and school, St. Mary's "Star of the Sea" church and school, St. Bernard's church and school, St. Stephen's church and school, Church of the Visitation and school, and St. Agnes church and seminary for young ladies. Among other edifices are the Baptist Tabernacle, the Italian and German Catholic churches, Pilgrims' Chapel, South Congrega-



ENGINE COMPANY No. 3.

Michael Hart, Thos. Burns, John Gordon, Michael F. Rogan,
 Jos. Russell, Thos. Rodden, James Burns, Chas. D. Ruddy, Asst. Foreman, Late Foreman,

Patrick Harrigan, Geo. Molloy, Jas. Lawlor,
 Robt. Reardon, Jas. McCarthy, John Farrell.



tional, Church of Our Saviour (Norwegian) St. Matthew's Lutheran, St. Paul's Lutheran Trinity Lutheran, Carroll Park Methodist Episcopal, First Place Methodist Episcopal, St. Paul's Methodist Episcopal, Warren Methodist Episcopal, St. Ann's Protestant Episcopal churches, St. Margaret's Protestant Episcopal Chapel, St. Paul's Protestant Episcopal church, Strong Place Baptist and the Tompkins Place Episcopal church.

There are men in the company who have been to all the big fires since the Department was organized. The horrible scenes enacted at the burning of the Brooklyn Theatre are vividly impressed on the minds of these men, for they were among the faithful, untiring number who worked for days among the ruins to recover the bodies of the victims of that disaster. Nearly every man in the company has some reason for recollecting the fires which have occurred at Arbuckle's Coffee Mills, Pierrepont stores, Harbeck stores, Standard Oil Works, Richardson's Car Stables, Palmer's Cooperage, Havemeyer's Sugar Refinery, Denslow & Bush's oil works, Ridgewood Ice Company's stables, the Paint and Starch Works fire at the foot of Sixth Street, the Columbia Heights flats, the Glass House on State Street at which several of the men were nearly suffocated by smoke or killed by the falling walls, the Planet Mills fire, the Boston Dry Dock, Shaw's grain stores, and the burning of the ship Pythomone, loaded with jute butts, at Pierrepont stores.

PETER FAGAN was the first Foreman of Engine Company No. 3. He was succeeded by Samuel Duff, who in turn was succeeded by John Duly. Subsequently Charles D. Ruddy was put in command of the company, where he remained up to March 12, 1892, when he was sent at his own request to take command of the new company No. 31 in East New York.

Foreman EDWARD F. CONROY, his successor, has found a warm spot in the hearts of the men who make up a company which has no superiors in the Department as a "working" body. Mr. Conroy was born in Brooklyn, Nov. 7, 1858. He became a fireman, April 22, 1878, and first saw active duty with Engine Company No. 8. From this company he was transferred to Engine No. 5, and later to Engine No. 6. While in this company, on June 29, 1889, he was promoted to the grade of Assistant Foreman. He was advanced to the grade of Foreman, on March 13, 1892, and placed in his present command.

Assistant Foreman MICHAEL F. JUDGE was born in Brooklyn, Nov. 18, 1861. He was a truck driver when he was made a fireman, June 15, 1887. He was assigned to duty with Engine No. 4, and remained with the company until June 1, 1891, when he was promoted to Assistant Foreman and transferred to Engine No. 3.

Engineer ROBERT REARDON was born in New York City, in 1857. He is a widower and lives at No. 62 Waverly Avenue. He was appointed a fireman, June 1, 1883, and has done duty since that time with Engines Nos. 7, 10, 24 and 3.

MICHAEL F. ROGAN, the driver, was born in Ireland, May 6, 1857. He is married

and lives at No. 497 Hamilton Avenue. He was made a fireman, April 4, 1885, and saw active service with Engines Nos. 4, 5 and 24, before he became the driver of this company. Mr. Rogan was a member of No. 4, when the glass house on State Street was burned, May 5, 1885. When the walls fell he had both ankles sprained and his body badly bruised, and was laid up for a long time thereafter.

GEORGE L. MOLLOY was born in Brooklyn, Aug. 17, 1861, and his career as a fireman began June 15, 1885, when he was assigned to duty with this company. When the paint works on Gowanus Canal were burned, in July, 1890, he stood at his post until his left leg was so severely burned, that it was at first believed amputation would be necessary to save his life. It was several months before he was able to return to duty. In January, 1892, he assisted in the rescue of two children from the third floor of a burning building in First Place near Smith Street.

JOSEPH C. RUSSELL was born in Brooklyn, Dec. 23, 1858. He resides with his family at No. 595 Clinton Street. He was made a fireman Dec. 15, 1885, and has been attached to Engines Nos. 2, 4 and 3. In Feb., 1892, Engine No. 3 was first at the scene of a fire on Warren Street, caused by a lamp explosion, and Russell dashed up the stairway, burst in the door, wrapped his coat about a German woman whose clothes were set on fire by the explosion, and carried her out. She was so badly burned that she died later at St. Peter's hospital. In Sept., 1890, while carrying a hose at midnight into the hold of a burning ship lying at the North Central Pier, Atlantic Basin, he fell through an open hatch, forty feet into the hold, but fortunately struck on a pile of coffee bags, and escaped without having any bones broken. On Dec. 29, 1891, at a fire in the Amalga Soap Works, at Nos. 85 and 87 Sedgwick Street, he fell two stories through a hatchway and dislocated one of his shoulders.

JAMES LAWLER is an "old-timer," and has been an active worker at all the great fires since he was appointed to the force, April 28, 1870. He was a member of this company when the Brooklyn Theatre burned, and assisted in taking out the bodies of many who perished in that fire. He was born in Ireland, July 21, 1845, is married and lives at No. 140 Van Brunt Street. He is detailed as an operator at the fire telegraph office in Jay Street.

JAMES MCCARTHY was born in New York City, May 20, 1848. He resides at No. 505 Hicks Street, and was made a fireman Nov. 20, 1870. In 1880 while with Engine Company No. 4, he with fireman John Mullaly of that company, rescued a man, his wife and three children from the second story of a dwelling on Atlantic Avenue, near Court Street. At a fire on Second Street, in the winter of 1880-'81, he with Mr. Dooley, now Foreman of Engine No. 26, saved the lives of two women, who lived on the third floor and had been overcome with smoke. He was present and assisted in taking out the bodies of the victims of the Brooklyn Theatre fire.

MICHAEL HART was born in Brooklyn, Dec. 19, 1861. He became a member of the Paid Department, March 1, 1884, and was assigned to Engine Company No. 5. He is married and lives at No. 459 Sackett Street.

THOMAS F. BURNS is a native of Brooklyn, born March 17, 1865. He lives with his family at No. 194 Hicks Street, and has been connected with this company since the date of his appointment, Aug. 1, 1889. At the Smith & Gray fire, Feb. 28, 1892, he fell from the roof of a building on Grove Place and received severe injuries to his back and shoulders.

JOHN H. GORDON was born in this city Sept. 15, 1853, and since he became a fireman, on March 20, 1888, has been doing duty with this company. He is married and lives at No. 106 Baltic Street.

JOHN W. FARRELL first saw the light on May 29, 1852, in New York City. His career as a fireman began Dec. 15, 1885, as a member of Engine Company No. 3. While coming down the pole in the engine-house to respond to an alarm of fire on the night of March 5, 1890, he fell and broke his right ankle, and was laid up for four months. In January, 1892, he assisted Fireman Molloy in rescuing two children from a dwelling-house fire on First Place, near Smith Street.

PATRICK HARRIGAN is a native of Ireland, and was born in Jan., 1868. He is a bachelor and lives at No. 76 Mill Street. He has been attached to this company since he was made a fireman, Aug. 11, 1891.

ENGINE COMPANY NO. 4.

Engine Company No. 4 is located on Degraw Street, near Court. Montauk Hose, No. 4, was its original ancestor, occupying a house opposite the present engine-house, and in 1855-57 was famous in Brooklyn's first Fire Department. In 1857 the hose-company was transformed into Engine Company No. 22 of the Volunteer Department and moved across the street to the site now occupied. When the new Department was established in 1869, No. 4 was organized with Daniel J. Garrity as Foreman. The house was remodelled then, but it is now so old as to furnish but a poor home for such a crack company, which deserves to be better housed. In 1882, James Murray succeeded Daniel Garrity as Foreman and was in turn followed by James S. Smith, the present Foreman, Feb. 1, 1890.

The district covered by Engine No. 4 comprises all that section of the city between the lines running along Hamilton Avenue to the river-front and along the water-front all the way around Red Hook Point to Gowanus Canal. Then the boundary goes east to Third Avenue and back to Atlantic Avenue. The most dangerous localities are the warehouse and tenement districts near the river, the shipyards at Red Hook Point, and

the gas houses, lumber yards, oil works and big factories that line either side of Gowanus Canal.

It is in the last district that the most disastrous fires have occurred and at these the work of Engine Company No. 4 has been noticeable for its prompt excellence. During the cyclone of Jan. 9, 1889, both the big retorts of the Citizens' Gas Company, at the corner of Smith and Fourth Streets, exploded, and although the damage by fire was small to the surrounding property, that fact was due principally to prompt and hard work on the firemen's part.

No. 4 reached the scene between the explosions of the first and second retorts and took up her position not a quarter of a block away. Her men were laying the pipe when the second explosion came. Windows in houses several blocks away were shattered and a volcano of flame rose hundreds of feet in the air as the escaping gas caught fire. Through the falling glass and half-crazed crowd No. 4's pipe was laid with as little hesitation or waste of time as though it had been a practice drill, and her stream was one of the first on the tenement over on Fourth Street that had begun to burn along its entire front.

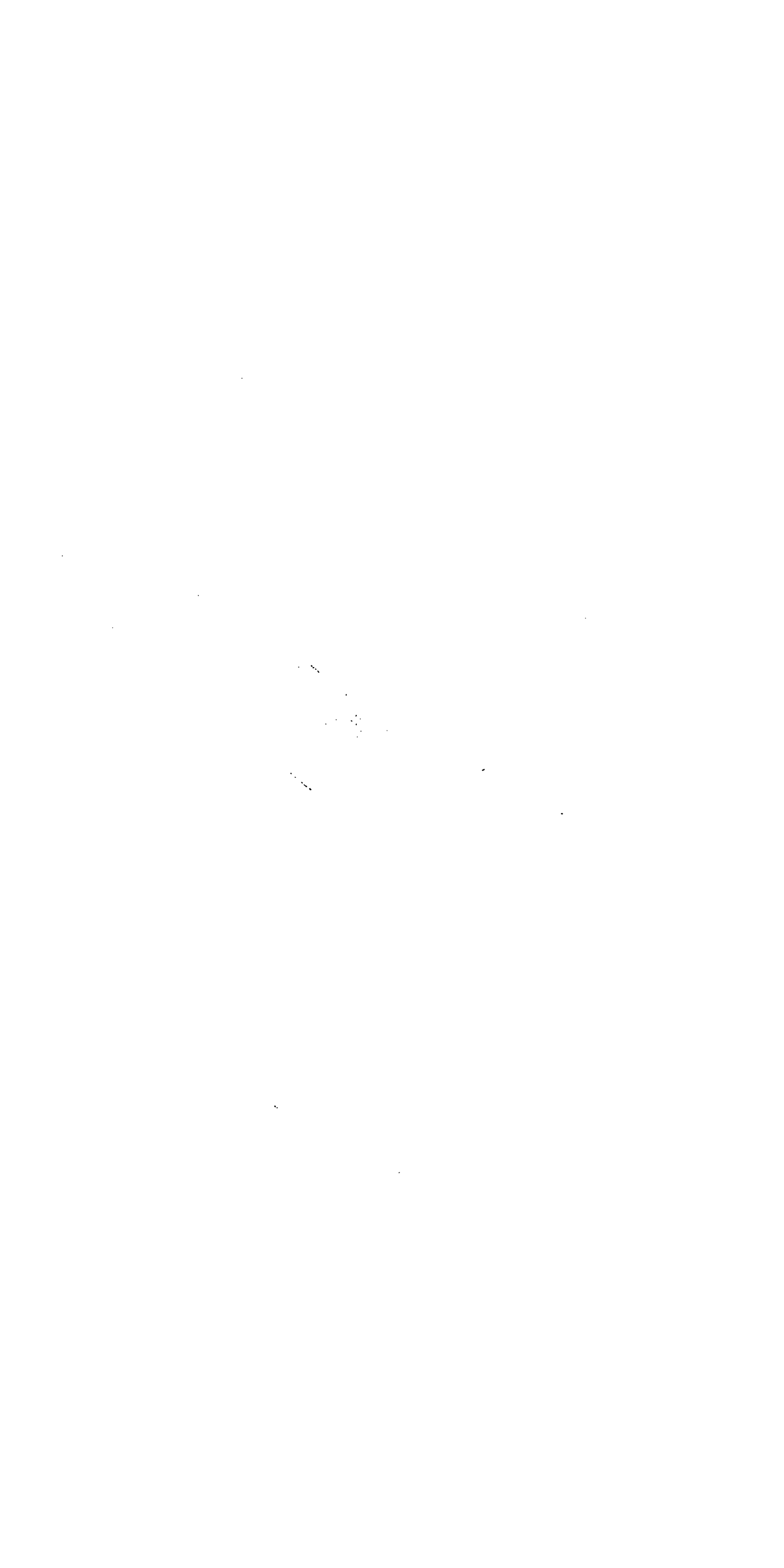
At half-past twelve o'clock on the morning of April 12, 1889, the Planet Mills on Carroll Street, between Hoyt and Bond Streets, took fire, and for more than six hours the Fire Department worked hard to save the thousands of dollars worth of jute and bagging material with which the big building was stored. No. 4 was the first on the scene and did splendid work. It was impossible to save anything in the factory and most of the work was devoted to saving the adjoining property that was constantly endangered by the big masses of burning jute that were whirled up into the air and scattered over housetops, some two blocks away. It was not until late in the morning that it was learned that the watchman of the mills had been unable to escape and was burned to death. The damage at this fire was estimated at nearly \$200,000. The burning of the Watson & Pettinger lumber yard at the Carroll Street bridge over Gowanus Canal, on March 9, 1890, was another of the big fires at which Engine No. 4 did excellent work. Again, on the night of Dec. 22, 1891, when the five-story brick flat house, No. 394 Smith Street, caught fire, Engine No. 4, by prompt work, practically gained control of the fire, thus aiding in the rescue of the little children that were taken down the fire escape, the interior of the house being filled with smoke. On the night of May 9, 1890, Engineer William Shaw and Assistant Engineer James Geraghty particularly distinguished themselves at the burning of the paint works at Sixth Street and Gowanus Canal. Engine No. 4 was drawn up at the curb next the burning building, but most of the fire seemed on the other side of the building. Suddenly the fire broke through the side next the engine that was working at full speed. The flames rushing out enveloped the engine and the two engineers, and in less than a minute the woodwork of the



ENGINE COMPANY NO. 4.

Thomas Malone.

Jas. Donohue, John Smith, Bernard Gray, John F. Spaulding, Patrick H. Lowery, Bartley Flanagan,
 Jas. S. Smith, John L. Leo, Wm. H. Shaw, Jas. T. Geraughty, Geo. F. Harrigan, Timothy Conlon, Wm. Tierney,
 Foreman, Asst. Foreman.



engine was on fire. Engineer Shaw never stopped his machine, but fought hard to save his engine from burning up. Finally the hose burst and as there was no use in pumping until reconnected, the engine was drawn out of reach of the flames. Both Engineer Shaw and Assistant Engineer Geraghty were badly burned about the face and hands in their attempt to save their engine and hold their position at the same time. On Nov. 23, 1891, during the drought due to the break in the aqueduct, No. 4 had a hard day's work. There were three alarms that day calling on No. 4 for services and there was not enough water in the hydrants to enable an engine to throw a stream across the street. About eleven o'clock in the morning fire was discovered in the top of the four-story brownstone building, No. 234 Carroll Street. The row extends nearly the entire block from Court to Smith Streets, and as there was no water it seemed as if in the strong wind the whole row and possibly the block would go. Fortunately the firemen remembered that Messrs. Buchanan & Lyall, the owners of the Planet Mills, had an artesian well on the premises nearly four long blocks away. Engine No. 4 sent a hose down there with a rush and Engineer Shaw "shook her up," for all the three-year-old Amoskeag engine was worth. The water came slowly at first but later with a rush, and the building was saved with but little injury, and No. 4 did the saving. The same night fire broke out in the top floor of No. 262 and 264 Court Street, in the three-story brick building used as a furniture storehouse. There was no water at hand and the firemen began to tear down the burning portions that were within reach of their hooks. At last the fire-boat, "Seth Low," reached the foot of Harrison Street, but could not pump the water through the streets as it was up hill. Engine No. 4 got out all her reserve hose and soon had nearly 2000 feet stretched down toward the fire-boat. Other engines aided until there was nearly 4000 feet connecting the fire-boat with the engines and two streams were brought into play. It was this that saved the north half of the block that, before the water was obtained from the river, had practically been abandoned. It is for similar prompt work that Engine No. 4 has gained its name as one of the most efficient in the service of the city of Brooklyn.

Foreman JAMES S. SMITH was born in Brooklyn, May 11, 1855, and on Aug. 6, 1877, was first appointed to the Fire Department. He showed the mettle of which he is made at a fire in the tenement house, No. 66 Columbia Street, on April 12, 1885. The flames were found in the rear of the second floor and the interior of the building was filled with smoke. There was a cry from the third story window where a woman stood begging to be saved. Smith, who was then a private in the fire ranks, dashed up-stairs through the smoke, and succeeded in rescuing Mrs. Julia Florine, whom he brought down safely. On Aug. 6, 1877, he was promoted to Assistant Foreman and did his work so well that on Feb. 1, 1890, he was made Foreman, which position he now holds to the satisfaction of not only the men under him but the officers above him.

Assistant Foreman JOHN JOSEPH LEO has distinguished himself several times by his cool bravery; most noticeably at the flat house fire at No. 394 Smith Street, on the night of Dec. 22, 1891, when he gallantly aided in passing down the little children that were rescued by means of the fire-escape from the upper floors. Leo was born in Brooklyn, July 16, 1855, and on Jan. 31, 1882, was appointed to Engine No. 4. On Feb. 11, 1890, he was promoted to be Assistant Foreman, in which capacity he has done splendid service. He served two years and eight months in the United States Navy and got a training there that has stood him in good stead in his career as a fireman.

Engineer WILLIAM HENRY SHAW was born in Hudson, N. Y., Nov. 15, 1845, and served as an engineer in the old Volunteer Department with Engine No. 22. When the Department was reorganized Mr. Shaw was appointed to No. 4, the successor of No. 22, and he has been with it ever since. He is one of the oldest engineers in the service and has an exceptionally fine record. His gallant work when his engine was on fire has been mentioned heretofore.

Assistant Engineer JAMES T. GERAGHTY was born in Brooklyn, Feb. 4, 1853, and was appointed to No. 4 Jan. 30, 1882. He is always careful and painstaking in his work and is known as one of the best men in the service. He and his immediate chief, Mr. Shaw, work in perfect harmony, and there is little that can be done with a fire-engine that these two men will not and cannot do.

Among the best men in the company is BARTLEY FLANAGAN, who was born in Ireland, March 12, 1847, and was appointed to No. 4 March 30, 1870. Among Mr. Flanagan's treasures is the following letter bearing the endorsement of the Chief of the Fire Department at that time:—

COL. J. N. PARTRIDGE, Fire Commissioner;

DEAR SIR:—In all cases where bravery is shown I deem it fitting that just mention should be made. I wish to express my gratitude to Mr. Bartley Flanagan of Engine No. 4, who at the risk of his life put out a fire in my residence on April 11, 1882, which, but for his heroic conduct and promptness, would undoubtedly have resulted in a loss of life as well as property. Trusting that you will accord this brave fireman full merit, I am,

Yours Respectfully, DAVID MCGONIGAL.

No. 146 Schermerhorn Street, April 14, 1884.

BERNARD GRAY was born in New York State, July 9, 1842, and was appointed to Engine No. 4 July 1, 1874. He had then served one year in the regular army and has never forgotten his military habits and training.

THOMAS J. MALONE was born in Ireland, Dec. 18, 1843, and came to America when a young man. In 1863 he entered the army and served with credit during the war. Sept. 27, 1872, he joined the Fire Department and was assigned to No. 4, where he has made a good record.

GEORGE F. HARRIGAN was born in Brooklyn, July 10, 1868, and from boyhood had an ambition to be a fireman. He was appointed Aug. 11, 1891, and although he has not served very long has a promising future.

WAYLAND A. ESTES was born in Brooklyn, June 29, 1860; Dec. 15, 1885 he was appointed to No. 4 and is popular as a capable and efficient fireman.

PATRICK H. LOWERY was born in Brooklyn, March 17, 1863, and was appointed to No. 4 on Oct. 15, 1890.

JOHN FRANCIS SPAULDING was born in Brooklyn, Nov. 10, 1863, and was assigned to duty with No. 4 on Sept. 3, 1888.

JOHN SMITH was born in Ireland, Jan. 2, 1858, and came to America shortly after the war. He was appointed to the Fire Department Aug. 1, 1889, and was detailed to No. 4, where he has already done good work.

JAMES DONOHUE was born in Brooklyn, March 26, 1852, and was appointed to No. 4 on April 7, 1885.

TIMOTHY F. CONLON was born in Brooklyn, in 1864, and received his appointment to the Department on July 1, 1892. He is a blacksmith by trade.

WILLIAM HENRY TIERNEY was born in Brooklyn on Aug. 28, 1867, and was appointed on July 1, 1892.

HOOK AND LADDER COMPANY NO 1.

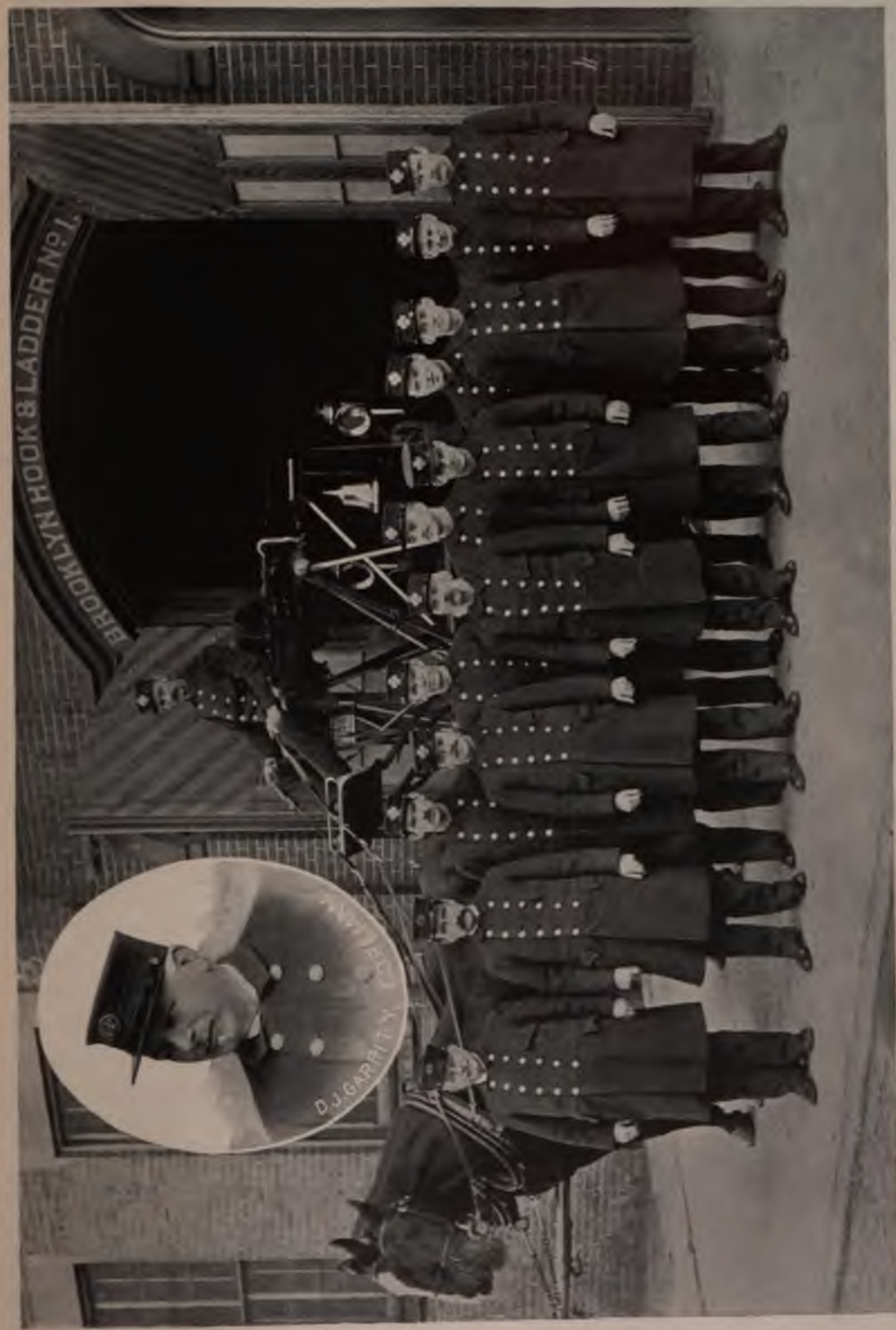
Truck No. 1, located at Van Brunt and Seabring Streets, adjoining the house of Engine No. 2, was the first Hook and Ladder Company organized in the Paid Department. It has a record for efficiency unexcelled by any other company, and the officers and men have had encomiums heaped upon them time and again for yeoman service rendered in time of peril. Until a year ago the company covered all the South Brooklyn District and responded to more first-alarm calls than any other truck-company in the city. Its territory included all that section bounded by Atlantic and Fifth Avenues, and the bay from Wall Street Ferry down to Bay Ridge. Until Trucks Nos. 9 and 10 were put in service, at Fourth Avenue and Nineteenth Street and on State Street near Smith Street, respectively, it was one of the hardest worked companies in the Department. Truck No. 9 has relieved it of the Gowanus District, and Truck No. 10 of a large part of the Third, Sixth and Tenth Wards. Before the change in the boundary lines, Truck No. 1 was frequently obliged to respond to two and three alarms in one day, often going nearly to the extreme end of the Eighth Ward, a distance of nearly two and a-half miles. This played havoc with the horses and severely taxed the physical endurance of the men. Although the district covered by the company now is considerably smaller than formerly, it still has a very important territory, and responds

to forty-six first-alarm calls. There are several large manufactories and warehouses within its precincts, besides hundreds of vessels with valuable cargoes always at the Atlantic Dock and Erie Basin. Among the large industries are the hydraulic pump works of Worthington & Co., the Chesebrough vaseline works, Richardson & Boynton's stove works, the Lidgerwood Iron Works, the South Brooklyn Engine Company, J. M. Williamson & Co.'s drop forging works, Casey's rosin works and other large concerns. The mammoth warehouses of Beard & Co., Jeremiah Robinson, the Atlantic Dock Company, the Erie Basin Storage Company and Findlay's stores line the water-front. It will be seen, therefore, that the district covered by Truck No. 1 is an important one, and requires great vigilance on the part of the men. Whenever fires have occurred there, excellent time has been made by the company, and with one or two exceptions they have been gotten under control with comparatively little loss.

The company as now organized is an excellent one. The men are willing, daring and intelligent. They like nothing better than fighting a good fire and have repeatedly demonstrated their ability to cope with one of any dimensions, even when the chances seemed entirely against them. All the latest appliances for rescuing lives and saving property are in possession of the company. A large extension ladder that can be raised to the top of the highest building in the neighborhood has been provided, thus reducing the danger of loss of life to a minimum.

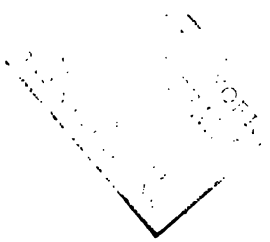
When the company was first organized it was located on Fourth Avenue near Nineteenth Street, where Truck No. 9 is now stationed. In 1872 it was transferred to its present quarters on Red Hook Point, where it has long been looked upon as one of the institutions of that primitive district. The first Foreman was TIMOTHY NOLAN, who served only for a short time when he resigned, and shortly after died. He was succeeded by MICHAEL QUINN, the present Foreman of Truck No. 9, who remained in charge for nearly ten years and was superseded by JAMES SMITH of Engine No. 6. The latter was in turn succeeded by Foreman Quinn, who was again placed in charge, but the last time only remained for a few months when he was transferred to Engine No. 1. On Oct. 25, 1889 the present Foreman took command.

Foreman DANIEL J. GARRITY has the distinction of being the first Foreman appointed in the Paid Fire Department. On the day that the law abolishing the old system and creating the new went into effect, he, with the other appointees, was summoned before the new Board of Fire Commissioners, and whether by accident or intent, he was the first man to receive an appointment as Foreman. Before that he was an active volunteer, running with Hose No. 9 from the time he was sixteen years of age. As a fireman he is regarded as one of the bravest and best in the entire Department. Perhaps no other member has a larger number of rescues or daring deeds to his credit. Time and again he has been commended for his heroism.



HOOK AND LADDER COMPANY No. 1.

- | | | | | |
|--------------------|---------------------|------------------|-------------------|--------------------|
| James J. Ryan, | John J. Callaghan, | Patrick Toman, | John J. Thornton, | Simon Tracy, |
| Chas. H. Furey, | Jas. Riley, | Patrick Handley, | Rich. J. Trepp, | Michael Hefferman, |
| Daniel J. Garrity, | Dennis J. McKinney, | Asst. Foreman, | Daniel P. Boyle, | |



Among some of the more notable acts were the rescue of Mrs. Thomas Hart and her four children from a burning building on Court Street, near Butler, in 1875. At a fire in the dwelling at No. 619 Fifth Avenue, on Feb. 14, 1885, he rescued John Anderson and his daughter from the third floor. The occupants were asleep in the house at the time and were nearly suffocated by smoke. On many other occasions he has distinguished himself. But for one act in particular he has endeared himself to the people of the Twelfth Ward. At an entertainment in the hall attached to St. Mary's Star of the Sea School, at the corner of Court and Nelson Streets, in June, 1887, some one raised the cry of fire. Instantly the children became excited and rushed for the doors and windows. Foreman Garrity happened to be in the audience at the time and by prompt action averted what otherwise might have been a panic. "Dan," as his friends call him, was born on Sept. 19, 1841. Since he was twenty-one his hair has been gray. When the war broke out he entered the navy and served for three years. He is a member of the G. A. R. Before coming to Truck No. 1 he had been for several years in charge of Engine No. 4 on Degraw Street.

The Assistant Foreman, who is frequently called upon to command the company while the Foreman is absent or acting as District Engineer, is DENNIS J. MCKINNEY. He was born in this city on Feb. 17, 1859, and was made a fireman on June 15, 1885. After serving as a private for less than two years, he was in recognition of valuable services promoted to the rank of Assistant Foreman on March 1, 1887, and has served with Truck No. 1 since. His name is on the roster of life rescuers. At a fire in Columbia Street he removed a child from the third floor just as the flames entered the apartment. He also assisted in the rescue of others, and is regarded by his superiors as a cool, daring and conscientious fireman.

PATRICK HANLEY, the oldest member of the company, and one to whom the younger men look for advice, has grown gray in the service. He was born Jan. 10, 1835, in Ireland, but came to this country when a young man. On Oct. 1, 1872, he was appointed a fireman and has done duty with Engines Nos. 2, 3, and 4, and Truck No. 1. Recently, however, he was detailed to the Kerosene Oil Bureau, but is still accredited to and connected with Truck No. 1. He has assisted in the rescue of several lives. On one occasion he had a narrow escape. At a fire in one of the large storehouses at Erie Basin, the roof fell in just as he and several of his colleagues stepped off. Had they delayed thirty seconds longer they would have been buried under the ruins.

JAMES REILLY, the second in point of length of service in the company, was born Oct. 31, 1862, and although a comparatively young man has battled with fires for nearly eight years. During that length of service he has proven himself to be one of the best men in the command and one who promises to be heard from later. He has spent most of the time with Truck No. 1.

JOHN J. CALLAGHAN is a Jerseyman by birth, but a thorough Brooklynite by adoption, instinct and association. At the age of five, and long before the East River bridge was completed, he made his way to this city, which he says he finds good enough for him. On Dec. 15, 1885, he donned a blue suit, silver buttons, and a fireman's badge and started out to make a record. That he has been successful is attested by his superior officers. He spent a short time as a member of Engines Nos. 3 and 4, and was then transferred to his present company.

JAMES J. RYAN was born within a few hundred feet of the house of Truck No. 1, thirty-six years ago, and was made a fireman on March 21, 1888. Before that he was a truck driver and his knowledge of horses made him valuable to the company. He was promptly placed in charge of the splendid team of horses that is the pride of the company, and he treats them with as much consideration as though they were human.

RICHMOND J. TRUPP, although in the Department less than three years, is regarded as one of the most valuable members. He is thirty-one years of age, and was appointed on July 15, 1889. By good faithful work he has commended himself to his superior officers, and is personally popular among his colleagues.

PATRICK TOMAN was born on Dec. 7, 1866, and long before he attained his majority aspired to be a fireman. His ambition was satisfied on March 12, 1891, when Commissioner Ennis appointed him and assigned him to Truck No. 1.

DANIEL BOYNE is a perfect athlete in appearance. He stands five feet eleven inches and is splendidly developed. On the 16th day of Nov. 1862, he first saw light and on July 17, 1891, he was appointed a fireman. Since then he has performed duty with Truck No. 1, and is spoken of in high terms by his Foreman.

SIMON TRACY is one of the oldest members of the company in age, but one of the youngest in point of service. He was born in Pennsylvania, Dec. 4, 1848, and served creditably during the war with the 5th Regiment, Heavy Artillery, Pennsylvania Volunteers. After the war he located in this city and on July 17, 1891, was appointed a fireman. Although past the age of eligibility, the fact that he was a veteran removed that obstacle. Although forty-four years of age, in running, jumping and other athletic contests, he is able to give the young men points.

CHARLES H. FUREY is a member of the old family of that name in this city. He was born in the Sixth Ward, Brooklyn, Dec. 3, 1867, and was appointed a fireman and assigned to Truck No. 1 on Nov. 16, 1891.

JOHN J. THORNTON was born March 25, 1863, and like his colleague, Furey, was appointed a fireman and assigned to Truck No. 1 on Nov. 16, 1891, and he has proved entirely satisfactory to his superiors.

JAMES KERRIGAN was born in Brooklyn on June 20, 1865, and was appointed on July 1, 1892.



SAMUEL G. HEUSTIS, District Engineer Second District.

CHAPTER IX.
COMPANIES OF THE SECOND DISTRICT.

DISTRICT ENGINEER SAMUEL G. HEUSTIS.

THE MOST VALUABLE PROPERTY IN BROOKLYN—"MULTUM IN PARVO"—THE HEIGHTS, THE HILL, SOUTH BROOKLYN AND THE SHOPPING CENTRE—BOUNDARIES OF THE DISTRICT—DISTRICT ENGINEER HEUSTIS—THIRTY YEARS A FIREMAN, TWENTY-THREE YEARS A FOREMAN, DISTRICT ENGINEER WITH A HIGH PERCENTAGE—ENGINE COMPANY NO. 5—VETERANS LONG HOUSED ON THE HEIGHTS—ENGINE COMPANY NO. 24—PROTECTORS OF THE WATER-FRONT WAREHOUSES—ENGINE COMPANY NO. 26—GUARDIANS OF THE SHOPPING CENTRE—HOOK AND LADDER COMPANY NO. 10—A BUSY FIRST YEAR.



COMPACTED into a territory of hardly more than a square mile, the property contained within the limits of the Second District probably represents more value than that of any other equal portion of the city. And if it may be said of any one section of the city rather than another, certainly it may be said of this district, that a destructive fire which should lay it low would burn out the very heart of Brooklyn. It includes all the costly residential settlement of "The Heights," and a large part of that of South Brooklyn; a considerable portion of "The Hill," and all the great shopping district lying between the Heights and the Hill. The assessed valuation of the property in this fire district is not equalled by that of any equal area of the city's possessions. The district includes all the First and Third Wards, about one-third of the Sixth, a portion of the Eleventh, and fractions of the Twentieth and Ninth Wards. The westerly boundary is the water-front from Fulton Ferry to Harrison Street, with its wealth of shipping and storage warehouses. Fulton Street and De Kalb Avenue as

far as Cumberland Street limit it on the north. Cumberland Street and Sixth Avenue bound it on the east as far south as the point where Sterling Place, Butler Street and Harrison Street in continuation carry its southern boundary down to the water-front again. To guard this most important trust there are located in the district the veteran Engine Co. No. 5, Engines Nos. 24 and 26, and Hook and Ladder Co. No. 10.

DISTRICT ENGINEER SAMUEL G. HEUSTIS.

The commander of the battalion of engine-companies that guard this district is District Engineer Samuel G. Heustis. Although his elevation to this rank is of recent date, he is by no means a young man in the business, for he is a fireman of over thirty years' experience. Nor is he young in experience of the world, for he has passed his fiftieth year. During all the active period of his half century of life he has held high positions and discharged responsible duties. How well this has been done, may be inferred from the fact that in the examination which he and his fellows passed for promotion to the District Engineership, he took the highest rank of all, with a percentage of 79½. His length of service in the Department is surpassed by that of no other member of it, dating as it does from the organization in 1869. His very first appointment was to the position of Assistant Foreman, and within a few days thereafter he was made Foreman. This is good evidence of the reputation he had made as a member of the Volunteer Department, in which he had already done ten years' service when the present Department was organized.

Mr. Heustis was born in Cold Spring, N. Y., on April 26, 1840. At the age of eighteen he came to Brooklyn to live, and found work in the Navy Yard. The following year he became a member of the Volunteer Fire Department, and as a member of Constitution Engine Co. No. 7, then located at Front and Bridge Streets, he not only participated in all the hospitalities for which it was celebrated, and added himself to those of its members who in considerable numbers won distinction in later life; but he learned the fire business, as it was taught in those days, from beginning to end. He was a working member, too, and became so well known for his efficiency that, when places in the new Paid Department were eagerly sought by the old firemen of the volunteer organization, he not only was given one but a high one, being appointed immediately to be the Assistant Foreman of Hook and Ladder Co. No. 3. In two weeks' time he was made Foreman of the same company. In 1878 he was transferred to No. 5, of which he has been the Foreman practically ever since there was a No. 5, and he has been a familiar figure to all who know the old Pierrepont Street engine-house and feel the protection of its presence in their neighborhood. On July 18, 1892, when the announcements were made of the successful competitors in the civil service examinations for promotion to the position of District Engineer, at the head of the list

of five who received the coveted distinction stood the name of Foreman Heustis, who accordingly was promoted to the vacancy caused by the elevation of Assistant Chief Engineer Dale, and assigned to the command of the Second District. That this assignment keeps him in his old district is a cause of gratification to all who are interested in him. Mr. Heustis has not only been an experienced fireman, but he has been a brave one as well, as he has shown under many circumstances of peril. He has rescued persons from dangerous situations and his men also have owed their lives to his skill in handling them at fires. An interesting circumstance has arisen from the duty laid upon him during his captaincy of No. 5, to visit the theatres every night to inspect the men on fire duty and see that they were on hand. This has resulted in his making an extensive acquaintance among theatrical people, who have become his friends and have given him mementoes, photographs and the like, which adorn his quarters in the engine-house. He is fond of collecting also what bears on the history of the Fire Department, memorials of which cover his walls. Mr. Heustis is married and lives with his wife and three children, at No. 335 Jay Street.

ENGINE COMPANY NO. 5.

Perhaps the most centrally situated of the two score headquarters of the fire-companies, upon which the city depends for protection, is the house of Engine Company No. 5, in Pierrepont Street near Fulton. Many hundreds of times have the doors been thrown open and the engine dashed forth to answer alarms from all parts of the city. Engine No. 5 responds to first-alarms in the territory in and contiguous to Fulton Street, from Clark Street to Hudson Avenue, which includes much of the most valuable property in the city. In this region are the public buildings, including the City Hall, Court House, Municipal Building, Hall of Records, and the new Federal Building; the principal places of amusement in the Western District, including the Academy of Music, Grand Opera House, Park Theatre, Star Theatre, and the recently completed Columbia Theatre; all the chief hotels of the city; such important structures as the Brooklyn Library, the Long Island Historical Society's building, the Hamilton and Germania club-houses, the great dry goods houses, the offices of the principal banks and trust companies, a number of large churches, the Polytechnic and Packer Institutes, and the great office buildings surrounding City Hall Square. Property worth many millions of dollars is guarded first of all by this engine-company. On second-alarms it is called to the great warehouses on the water-front and to the greater part of the Western District; while in response to third-alarms and special calls it may be summoned to the Eastern District, and even to Greenpoint and East New York. Ever since the fatal and disastrous fire in the Brooklyn Theatre, at Washington and Johnson Streets, on Dec. 5, 1876, when 278 lives were lost, special precautions have been

taken to avoid a repetition of the disaster even upon a small scale, and firemen are detailed from Engine No. 5, to attend each matinée and evening performance in the playhouses within its territory, to be in readiness to flood the stage and quench any incipient conflagration.

No. 5 is the only engine-company housed on the Heights, and it traces its history back to the old Engine Company No. 14 of the Volunteer Department, established in Love Lane in 1846. Ten years later it removed to the present quarters. It was the crack company of the Volunteer Department and the sons of many of the best families on the Heights had been connected with it. Their house was expensively decorated and furnished, and they owned a fine engine. At present No. 5 is equipped with a fine Amoskeag engine, which has been in use for seven years. It is fitted with all facilities for the work of extinguishing fire. To draw the engine and tender four horses are stabled in the engine-house. The names over their stalls are "Tom," "Jerry," "Speed," and "Dick." The same names are bestowed upon successive occupants of the stalls. One of the most knowing horses ever attached to the company was a strawberry roan, which was in service for nine years, an unusually long time, and was finally run over by an engine and killed. As Engine No. 5 is the nearest to the City Hall it is the show company of the city, and visitors frequently have the horses and men called out to see how quickly they can start. The horses usually get exercise enough in going to the fires to which the engine is summoned, but sometimes the interval is so long that they have to be taken out for exercise. The members of No. 5 have taken part in many great fires. The most disastrous was that in the old Brooklyn Theatre. The scenes after the flames were under control and the bodies were being brought forth were such as to cause the stoutest firemen to draw back, but the members of No. 5 stuck to their posts throughout the trying ordeal. Among the other large fires in which this company has taken an important part have been those in Wechsler & Abraham's dry goods house in lower Fulton Street; in Ovington's art and crockery store; in the old Elm Place Congregational church, on the foundation of which the Grand Opera House was built; and in Smith, Gray, & Co.'s clothing store. At the last-named fire, No. 5 was one of the earliest to arrive and the men battled with the flames and smoke until nearly suffocated. On second and third alarms the company has been called to all the great fires in the city. Despite the perils incurred the company has never had a man killed on duty and only a few have been injured. More than half the time since its organization as a part of the Paid Department the company was under command of Foreman SAMUEL G. HEUSTIS, whose recent promotion to the position of District Engineer, and assignment to the command of the district in which his old company lies, devolved the responsibility of the company temporarily on the Assistant Foreman.



ENGINE COMPANY No. 5.

Michael O'Neill.

Wm. L. Healy.

Philip E. Miller.

Wm. T. O'Brien.

Henry A. Mapes.

David S. Thomas.

Sam'l G. Heuster.

Diab. Eng'g, late Foreman.

Asst. Foreman.

Patrick D. Lafferty.

Frederick J. Manning.

Dominick Swanton.

John J. Lloyd.

Assistant Foreman DAVID S. THOMAS was born in this city on June 11, 1855. At the age of twenty-three he was appointed a fireman, and was assigned to duty with Engine No. 17. On July 1, 1889, he was transferred to Engine No. 4, and appointed Assistant Foreman. Since Feb. 5, 1890, he has been in his present position. He is a man marked for his fidelity to his post and the ability with which he discharges his duty.

An interesting career has been that of MICHAEL O'NEILL, who drives and cares for the horses of this company. He was born in Ireland, on Nov. 25, 1851, and came to this country in 1866. His first position was that of hall-boy in a New York hotel, and he then learned the trade of a carpenter. In 1869 he enlisted in the regular army, and served for five years in Troop M., 4th Cavalry. His first duty was at Fort Duncan, Tex., on the Rio Grande, and he afterward saw service at various points on the frontier in Indian Territory, Wyoming, and Nebraska. He was discharged at the end of his term of enlistment at the Red Cloud Agency, Nebraska, and a month later re-enlisted at Fort Hamilton. He then served five years longer in Light Battery C., 3rd Artillery. With this he saw service at Fort Hamilton, Atlanta, Washington, and Little Rock. While on the frontier he was in three Indian fights and had his fill of encounters with the redskins. After his final discharge from the army he returned to this city and served as a street car conductor for three years. But this was too humdrum an existence after life on the plains and in forts, and he became a fireman on April 15, 1882.

HENRY A. MAPES has been with Engine No. 5 since July, 1888. Before that he was with Engine No. 7 for six years. He was born in New York City in Aug. 1853, and attended a private school in Broome Street. He was in the wholesale drug business in New York before becoming a fireman. His home is at No. 508 Atlantic Avenue.

FREDERICK JOHN MANNING is a native of Gibraltar, where he was born on July 5, 1835. At the age of fourteen he came to this country and became a clerk in a jeweller's shop. After seven years in this business he learned the trade of a machinist. He served in the Volunteer Fire Department in Brooklyn Engine No. 17. When the present department was organized he was appointed a paid fireman and after brief service with Engine, No. 1 he became connected with No. 5 in Jan. 1870, and has since remained with it.

PATRICK J. LAFFERTY is a native of this city, where he was born on June 18, 1862. He was educated at Public School No. 27, in the Twelfth Ward. For several years he worked in stove foundries in New York and in Pamrapo, N. J. On May 20, 1889, he received his appointment to the fire force. He lives with his wife and two children at No. 571 Clinton Street.

WILLIAM CHARLES DEVINE was born in Donegal, Ireland, Aug. 16, 1865. He came to this country with his parents when a child and was educated in this city. He

drove a milk wagon, and later a truck for Jewell's mills, before he was made a fireman on Dec. 10, 1891.

DOMINICK SWANTON was born in the Sixth Ward on Sept. 23, 1861, and he lives with his wife and four children at No. 70 Fourth Place. He worked as a machinist until he entered the service of the city as a fireman on Sept. 15, 1887.

WILLIAM H. O'BRIEN was born in Bristol, England, on Oct. 27, 1854. After coming to this country he engaged in several sorts of business until he finally settled down as a fireman on April 28, 1882. About a year later he had the misfortune to break his right leg at the fire in Harbeck's stores. While going to a fire on March 15, 1885, he broke his other leg. Despite these accidents there is not a sounder man on the force.

WILLIAM L. HEALY, who was born in this city on Aug. 10, 1857, has been a fireman since Nov. 17, 1890. Before that time he worked in the Produce Exchange, in New York. His home is at No. 46 Carroll Street.

WILLIAM HENRY D'OLIER, is a son of Superintendent D'Olier, of the Brooklyn City Railroad Company, and was born in Brooklyn, on Aug. 18, 1863. He was educated at Public School No. 15, and engaged in the manufacture of printing inks and in the paint business before his appointment as a fireman on April 1, 1890. He is unmarried and lives at No. 25 Rockwell Place.

PHILIP E. MILLER was born in this city on Jan. 28, 1863. He received his appointment as a member of No. 5 on Dec. 8, 1891, and is rapidly gaining experience in his new line of work.

ENGINE COMPANY NO. 24.

Not until after the great fire at Harbeck's stores, which occurred on the morning of Thursday, July 19, 1883, did the necessity of having an engine-company located on Furman Street, in the heart of the great warehouse district, become a matter of grave discussion, the outcome of which was the formation of Engine Company No. 24, now located at Nos. 153-155 Furman Street, midway between Fulton Street and Atlantic Avenue. The residents of Brooklyn, with but few exceptions, still remember that at this fire, notwithstanding the untiring efforts of the Fire Department, three ships with their cargoes, two lighters and a dock shed 350 feet long by 60 feet wide were totally destroyed, and thirteen brave firemen who risked their lives in discharge of their duty were severely injured.

Long before this fire occurred Commissioner Partridge saw the necessity of having an engine-company located on Furman Street, and to further this object, he had a resolution introduced in the Board of Aldermen on Dec. 11, 1882, which provided for the fitting up of an engine-house on the present premises in which he proposed to station Engine No. 6, then located on High Street, which at the time of the fire at



ENGINE COMPANY NO. 24.

Thos. F. McKeon.

John Duddy.

Silas Conlan.

Martin J. Dunne.

Nail F. Ruddy.

Patrick Lahey, John J. McGuire, John A. Hannavin, Philip E. Miller.

Foreman. Asst. Foreman.

Wm. J. Curran, Peter M. O'Neil.

Harbeck's stores was the nearest apparatus, although nearly three-quarters of a mile away. The resolution was referred to the Law Committee of the Board, but it never came out of the committee. Among those who favored the proposition of Commissioner Partridge were Richard Lacy, who owned twenty vessels engaged in the Calcutta trade; Franklin Woodruff, J. J. Pierrepont, and a committee of the Board of Underwriters. Dr. Otterson, and Mr. Hardenbergh, the carpet man, made no objection to the idea of having an engine-house on Furman Street, but they strenuously objected to transferring Engine No. 6 from its quarters on High Street to the new house on Furman Street, because their property was in the immediate vicinity of No. 6's quarters. On the morning after the great fire, Thomas B. Jones, president of the Nassau Fire Insurance Company, and Peter Notman, president of the New York Board of Underwriters, in company with Commissioner Partridge called at the Mayor's office in the City Hall and urged that immediate action be taken for the protection of property on the river-front. It was not until Jan. 18, 1886, however, that Engine No. 24 was formed, and established in the quarters selected by Commissioner Partridge. The building is a four-story brick structure, but only two floors are used by the company. The City pays \$500 a year rental for the portion of the building used by the company and its apparatus.

The new company realized at once that millions of dollars worth of property were in their keeping to defend and protect from ravages of fire. Within a stone's-throw in either direction of their quarters are the Knickerbocker Ice Company's buildings and wharves, the Brooklyn Needle Works, McKinney's Iron Works, the Fulton Iron Foundry, Martin's stores, the New York and Baltimore Coffee Polishing Company, the Nassau Coffee Company, the Holland Coffee Company, Watson's stores, the Greenwood Iron Works, Harbeck's stores, Roberts' stores, the Mediterranean stores, the Pierrepont stores, the Central grain elevator, Prentice's stores, the Empire stores, Robinson's stores, and Dowd's grain elevator. Alarms of fire from any of these buildings are responded to by the company on the first call. On a second and third alarm at any point between the Erie Basin and Red Hook Point, the company is required to respond with equal promptness. They are equipped for this service with a first-class steamer, which at the outset was a self-propeller. It is now run by horses. When the engine is not in use, the water is kept hot in the boiler by a Paragon burner, heated by gasoline. There is a two-wheeled hose-cart which carries twenty-six lengths of hose. "Ton," "John" and "Paddy," three of the finest horses in the Department, take great delight in dragging the apparatus at high speed to the scene of a fire, and they are credited with getting into harness quicker than any three horses in the service. Since the formation of the company, the members have taken an active part at many disastrous fires, and with no little risk to their lives.

Before they had been in possession of their house twenty-four hours they were called to a fire at Nos. 347-355 Furman Street, which was a three-story brick building owned by Ellis Briggs and occupied by Benjamin F. Briggs as a cooperage. For twenty hours they worked without intermission. The total loss was estimated at \$250,000. They also took an active part at the burning of E. B. Bartlett's Central elevator, Nov. 13, 1888, which destroyed property valued at \$250,000. On Jan. 26, 1890, at 5:40 o'clock in the morning, the first-alarm sounded for a fire at Pierrepont stores. Eight minutes later a third-alarm was sent out. Engine No. 24 had turned out on the first-alarm and taken the hydrant in front of the Mediterranean stores. The fire was located in the hold of the full rigged iron ship "Pythomene," which had arrived three days before from Calcutta, with a valuable cargo consisting of 13,000 bales of jute, 9,000 sacks of linseed meal and a quantity of Calcutta bagging. On the arrival of the engines, the hatches were broken open. No flame and but little smoke issued from the hold, and an easy victory over the fire was anticipated. Among the first to be lowered into the hold of the vessel were Assistant Foreman John J. Maguire and Firemen John A. Hannavin, Neil F. Ruddy and John Duddy of No. 24. A short time after, much to the surprise of every one, Ruddy staggered up the hatchway, and fell to the deck. A squad of firemen were ordered to go down into the hold to look for Maguire, Hannavin and Duddy. Before they could be brought out Ruddy had got on his feet and was running about the wharf like a madman. He was unable to tell what was the matter with him, but when his companions were brought out of the hold in an unconscious state together with six of the rescuing party who were in a similar condition, the fact was made apparent that the men had been overcome by the fumes of the burning jute. An ambulance call brought Surgeon Manton to the vessel with restoratives, but in every case when the men began to recover consciousness they were seized with paroxysms of madness, and were only restrained from doing violence by the united efforts of several firemen and citizens and the use of morphine administered by Surgeon Manton. Assistant Foreman Maguire was the most seriously affected by the burning jute, but he insisted upon remaining at his post until he dropped down and was carried out by the relief squad. It was three or four days before the men recovered from the effects of the smoke. The company had another experience with burning jute butts at a fire in Store "E" of the Watson's stores, occupied at the time by the Empire Warehousing Company. The fire was discovered by Assistant Foreman Maguire, and spread so rapidly that it was necessary to send in a third-alarm immediately after the arrival of Engine No. 24 on the scene. For days after, every man in the company suffered the greatest agony with his eyes, which had been subjected continuously to the fumes from the burning jute butts for nearly twenty-two hours. The last big fire at which the company took an active part was at the Smith & Gray building.

The Foreman of the company is PATRICK LAHEY, who has been an active fireman for forty years. He was born in Ireland on March 10, 1831, and was a member of Engine Company No. 1 of the Volunteer Department from Feb. 3, 1851, to Sept. 15, 1869, when he was appointed a member of the Paid Department. He was for many years foreman of Engine Company No. 6, and was transferred to the command of Engine No. 24, when the company was founded. He is a brave, fearless man, and although he has been in many perilous positions, he has escaped without serious injury.

Assistant Foreman JOHN J. MAGUIRE was born in the Fifth Ward, March 29, 1856. He was appointed a fireman Nov. 1, 1881, and was assigned to No. 6. He was promoted to be Assistant Foreman March 1, 1887, and transferred to Engine No. 24, where he has since remained.

Engineer JAMES BUTLER was born in this city, Oct. 15, 1846. He joined the Volunteer Department in May, 1867, and was a member of Engine Company No. 2, up to the time of his appointment to the Paid Department Sept. 15, 1869. He was stoker for Engine No. 3, until promoted to be engineer, in 1878. At the burning of a shade factory on Sedgwick Street, in Aug., 1880, Butler had his hands severely burned by the flames which jumped across the street so unexpectedly that escape was impossible. He was obliged to abandon the engine, as the heat was so terrific that it could not be dragged away. It was rendered useless by the intense heat and had to be re-built and is now in possession of Engine Company No. 20.

THOMAS F. MCKEON, the driver, was born in New York City, June 27, 1859, and was appointed a fireman Feb. 12, 1887, and assigned to duty in his present quarters.

JOHN DUDDY, the assistant driver, was born in New York City, June 3, 1858; was appointed a fireman July 16, 1887, and assigned to the company to which he is now attached.

SILAS CONSTANT, JR., was born in New York City, Dec. 19, 1842. He saw service during the War of the Rebellion with Company "I," 139th Regiment, New York Vols. After serving five years in the Volunteer Fire Department, he was appointed a fireman, April 20, 1882. He was promoted to be assistant engineer July 18, 1883.

PETER M. O'NEIL was born in this city Feb. 24, 1866, and was appointed Dec. 3, 1888, and assigned to Engine No. 24.

MARTIN J. DUNNE was born in this city, July 27, 1866, and received his appointment on June 4, 1890.

NEIL F. RUDDY was born in this city, June 12, 1859, and was appointed July 1, 1885. He has been connected with Engine No. 24 since its formation.

WILLIAM J. CURRAN was born in this city, Sept. 6, 1865. He served during the war in the United States Navy, and was appointed a fireman Dec. 15, 1885. He is noted for his bravery and coolness in times of peril, and has a record as a life-

saver, having, with the assistance of Acting District Engineer Hagan, rescued Mrs. M. E. Adams from the fourth-story window of No. 21 Clinton Street, while the building was in flames on the night of July 27, 1886.

JOHN A. HANNAVIN was born in this city, Nov. 14, 1858, and was appointed April 15, 1889, and assigned to the company of which he is now a member.

Taken all in all, the members of Engine Company No. 24, cannot be excelled in the Department for their bravery, and close attention to duty.

ENGINE COMPANY NO. 26.

Engine Company No. 26 has just entered upon its fourth year of service in the Department, having been organized by Commissioner John Ennis, Jan. 9, 1889. The quarters of the company are in State Street, near Nevins, and are the finest in the city. The district covered by the company on a first-alarm is a very important one, as within its boundaries are located all the Municipal Buildings, the great grain elevators and store-houses along the East River front, the fashionable clubs, several large office buildings and hotels, all the theatres in the vicinity of the City Hall, seven or eight public schools, all the large retail dry goods stores and business places, several large churches, and a number of flat-houses and factories. Included also in this territory are St. Peter's Hospital, the Long Island College Hospital, St. Paul's Orphan Asylum, the Sheltering Arms, Polytechnic Institute, Packer Institute, Boy's High School, and St. Francis Academy. The company is provided with the regulation second-class Amoskeag engine, a four-wheel hose-cart, and four powerful gray horses whose average time in getting the apparatus out of the house is ten seconds. During its first year of service, the company had some large fires, among them being those at the Brooklyn Tabernacle, Brasher's oil-cloth works and the Adelphi Academy. The men took a very active part in extinguishing the fires at Hyde & Behman's Theatre, the Penitentiary, Palmer's cooperage, Richardson's car stables, Pinto's grain elevator, the Brooklyn Sash and Blind Company's factory, and Smith, Gray & Company's building. The men who compose this company do not know the meaning of the word "fear." There are those among them who have not faltered for a moment when human life was in peril, and others still who carry the scars of injuries received while in discharge of duty.

Foremost among the life-savers of this company is Foreman JOHN J. DOOLEY. He was born in Brooklyn, in 1859. His career as a fireman began Oct. 15, 1881, with Engine Company No. 6. He was afterward transferred to No. 4, where on March 1, 1887, he was promoted to the rank of Assistant Foreman and returned to Engine No. 6. On July 1, 1889, he was advanced to the rank of Foreman, and in the latter part of that year was put in command of his present company. His record as a life-saver began at a fire in the three-story brick dwelling No. 374 Bond Street, Jan. 22, 1884. No. 4 was



ENGINE COMPANY NO. 26.

- | | | | | |
|-------------------|----------------------|--------------------|---------------------|-----------------|
| John Dwyer, | Thos. F. O'Connor, | Jas. Donohue, | Bernard L. Storrp, | John F. Ward, |
| Martin J. Murphy, | Edw. J. Fitzpatrick, | Hugh J. Gallagher, | Michael J. Maloney, | John H. Heath, |
| | | | | John J. Dooley, |
| | | | | Foreman, |

the first engine due at the fire, and Mr. Dooley was sent in to open up the house. On the top floor he found two women who had succumbed to the smoke. Before the truck arrived, the brave fireman had carried both women down an iron ladder obtained from an adjoining factory, and landed them in a place of safety. He was almost overcome by the heat and smoke, and it was some hours after before he fully recovered from the effects. At seven o'clock in the morning of March 2, 1890, the "double-decker" flat-houses, Nos. 362 and 362½ Atlantic Avenue, caught fire. When Dooley arrived on the scene with his company he saw Mary Powers, an aged woman, in a third-story window just about to make a leap for life. He shouted to her that help was coming and then dashed up the stairway of the next house, clambered out on the window-ledge and stepped over to where the woman was. A ladder had been put up by this time, and down it Dooley, with the assistance of Fireman Coppinger, carried the now half unconscious woman amid the cheers of hundreds assembled in the street. In the early morning hours of Aug. 31, 1890, fire broke out in the four-story double flat-house, No. 452 Atlantic Avenue. Foreman Dooley with other brave men worked their way up the narrow stairway as rapidly as possible, and when the last man came down the ladder he carried the fifteenth person whose life had been jeopardized by flame and smoke. Little Georgie Todd, two and one-half years old, was left alone in his parents' apartments on the fourth floor of No. 94 Butler Street, Aug. 22, 1891. In some unaccountable manner a fire broke out, and when Foreman Dooley found the child he was lying near the stove unconscious and terribly burned. Tenderly he lifted the little sufferer and carried him down to the second floor, but while the Ambulance Surgeon was pouring oil over the little burned body, death put an end to the child's suffering. At the gas house fire on Hoyt Street, about eight years ago, the slate roof fell in and injured Mr. Dooley severely about the head. At Dyckman's box factory fire on Union Street, in 1891, he was so overcome by the intense heat and smoke that he had to be removed to St. Peter's Hospital.

Assistant Foreman FRANK J. DUFFEY was born in Brooklyn, in Jan. 1856. From 1869 to 1876, he served as a shipsmith's apprentice in the Construction Department of the Brooklyn Navy Yard. He was appointed to the Fire Department July 7, 1880, and promoted to Assistant Foreman July 1, 1889. Mr. Duffey assisted in the rescue of several persons at the flat-house fire, No. 452 Atlantic Avenue, on August 31, 1890.

Engineer JOHN H. HEATH was born at Navesink, Monmouth County, N. J., in 1855. From 1875 to 1881 he served as a first-class fireman in the United States Navy. His connection with the Fire Department of Brooklyn, dates from April 2, 1885, and his promotion to engineer occurred on Feb. 9, 1891.

WILLIAM L. MEYERS is a first-grade fireman. He was born in Brooklyn, in 1868, and became a fireman Dec. 1, 1888. At the flat-house fire, No. 452 Atlantic Avenue, on

Aug. 31, 1890, Mr. Meyers aided materially in the rescue of Robert O'Donnell, his wife, five children and sister-in-law. At another fire on the same night at No. 293 Livingston Street, he was brought out unconscious from a front room on the third floor. At the Dyckman box factory fire, Oct. 13, 1890, Mr. Meyers was overcome by escaping gas while at work in the sawdust bin, and was removed to his home in an ambulance.

BERNARD L. STORP was born in Brooklyn, in 1856, and became a fireman on Jan. 21, 1884. On May 5, 1885, he was severely injured about the head by falling bricks while working at a fire at Nos. 40-48 State Street. Both of his feet were so badly burned at the Planet Mills fire on April 12, 1889, that he was in the hands of Surgeon Robbins for many days thereafter.

JOHN F. WARD was born in Brooklyn, in Feb., 1861, and he first donned the uniform April 7, 1885. On July 4, 1890, he was overcome by smoke at No. 123 Schermerhorn Street while at work on the fourth story. While returning from a fire at Box 54, on Jan. 19, 1892, Mr. Ward was thrown from the hose-wagon. The hind wheel of the wagon passed over his leg at the knee joint and crushed it so badly that it was feared amputation would be necessary.

HUGH J. GALLAGHER is a native of Brooklyn, born in 1868. His appointment to the uniformed force bears date Oct. 14, 1890, and he has been attached to Engine No. 26 since that time. On Nov. 4, 1891, while going to a fire at No. 389 Degraw Street, he was thrown from the seat of the hose-wagon at State and Bond Streets and had one of his legs nearly torn off by coming in contact with a shed post.

MARTIN J. MURPHY was born in Brooklyn, April, 1865, and has been a member of the company since he was appointed, on March 12, 1891.

JAMES DONOHUE was born in Ireland, in 1852, and made his début as a fireman March 1, 1887, since which time he has served the Department creditably.

JOHN DWYER was also born in Ireland, and though he has just passed over the three-score mark is still young enough to perform good work. When he sits in the driver's seat the fire flies from the horses' heels.

EDWARD J. FITZPATRICK was born in Brooklyn, July 18, 1869, and he has been a faithful member of the Department since Nov. 16, 1891.

THOMAS F. O'CONNOR, was born in Brooklyn, in Dec., 1864, and was appointed to the uniformed force on July 15, 1889. He was assigned to Engine No. 5, where he did good service up to Nov. 26, 1890, when he was transferred to this company.

HOOK AND LADDER COMPANY NO. 10.

It was on Aug. 1, 1891, that Commissioner Ennis declared Hook and Ladder Company No. 10 duly organized and ready for active service. Located in a district bounded by Johnston Street, Nevins Street, First Place and Smith Street, and on the



HOOK AND LADDER COMPANY No. 10.

Anthony A. Cooke,

H. W. Maloney.

James F. Murray, Foreman.

John M. Ryan.

John Kelly.

P. J. Sullivan.

Wm. F. Dowd.

L. A. Roberts,

Thos. S. Coppinger, Asst. Foreman,

Joseph Barrett,

Wm. E. Collins.

Edward Finn.

west by the water-front, the company has a vast amount of the most valuable property in the city under its protection. It responds to calls from 117 boxes on a second-alarm, the remotest box being at the end of Red Hook Point. The company is quartered in a model two-story structure on State Street, near Boreum Place. The cellar of the house has been fitted up as a gymnasium and among the appliances for developing the muscles of the men are rowing-machines, Indian clubs, dumb bells, heavy and light hammers and quoits. The house is furnished with the latest improved second-class Hayes truck, and three of the handsomest and quickest working horses in the Department. "Larry," "Billy" and "Dick" are their names, and their colors are black, dark-brown and dapple bay. They can get out of the house with ease in twelve seconds. "Billy," who is nearly seventeen hands high and weighs over 1400 pounds, prior to coming to Truck No. 10 served five years with Truck No. 2, and he is so well-versed in the telegraph alarm system that no amount of persuasion will induce him to leave his stall on a "test-call." Two days after the organization of the company another member was added to the roster, whose name does not appear on the pay-rolls at Fire Headquarters. He was diminutive in size, when he first entered the door of the truck-house, and he wore a fur coat which in color resembled a tortoise shell. He carried no "grip," but his general demeanor indicated as he settled himself in a chair, that he had come to stay; and stay he did, for every man in the company took the young stranger by the paw, christened him "Patsey," and adorned him with a silver collar. Good warm milk and an occasional piece of meat developed "Patsey" into a full-fledged fire cat. In the gymnasium he took lessons in "high vaulting" and "running jumps," at which he has become an expert. His favorite place of sleeping was on the men's coats on the extreme end of the extension ladder. One day as he was taking an afternoon nap, an alarm sounded from Box 58, corner Hoyt and Warren Streets. As a rule "Patsey" was on the alert at the first sound of the gong, but on this particular occasion he was not aroused from his slumbers until the truck was on the way to the fire. At Dean and Pacific Streets, Fireman Collins discovered "Patsey" with his nails buried deep into one of the coats and to all appearances enjoying the situation. When the truck arrived at the fire "Patsey" was transferred to the driver's seat and covered up with a coat, from which position he seemed to enjoy the excitement. The men who make up the company are intelligent, temperate, conscientious and brave, and since they have been banded together under the same roof have experienced all the hardships and perils incident to the life of a fireman.

Foreman JAMES FRANCIS MURRAY has been in many perilous positions, and though his name is not on the roll of "life-savers," it is not because he stood back when human life was in peril. He was born in Brooklyn, July 12, 1851. He was appointed a fireman Sept. 1, 1878, and assigned to Engine No. 4. While with this company, on Oct.

22, 1881, he was promoted to the grade of Foreman. In Feb., 1890, he was transferred to Engine No. 10, and on Aug. 1, 1892, was transferred to the company which he now commands. At the glass house fire in State Street, he had his foot severely injured, and at the Wallabout Market fire in the summer of 1890, he was overcome by heat and smoke for a time.

Assistant Foreman THOMAS STEVEN COPPINGER is a native of Brooklyn, born Nov. 23, 1860. He was appointed to the Department March 17, 1888, and was assigned to Engine No. 4 and afterward transferred to Engine No. 26. While in the latter company, on June 1, 1891, he was promoted to be Assistant Foreman and sent to Engine No. 1, from which he was transferred to the present one. On March 2, 1890, while a member of Engine No. 26, he assisted Foreman Dooley in rescuing a woman from the third story of No. 362 Atlantic Avenue. On Aug. 31, 1890, at a fire in the tenements Nos. 452 and 452½ Atlantic Avenue, Mr. Coppinger found in a dark bedroom on the third floor of No. 452, a three-year-old child named Charles Schmidt, who, but for his prompt arrival, would have perished. The heat was intense and the smoke stifling, but the brave young fireman fought his way through it with the child in his arms and reached the street in safety.

ANTHONY A. COOKE, the driver, beams with good-nature. Since he was able to toddle about in short clothes he has been around horses, and as he grew to manhood his love for them increased. As a driver there is none better in the Department, and he is happiest when he sits behind handsome "Billy" and his mates and gives them their heads for a long run. Mr. Cooke was born on Hamilton Avenue, May 25, 1856. He donned a fireman's uniform on Feb. 18, 1887, and since that time has been the driver of Engines Nos. 3 and 26, and Trucks Nos. 1, 5 and 10. At a fire at No. 359 Fulton Street he stood on the roof and held the rope which saved the lives of David and Sarah Goodman, who were tenants of the fourth floor, and had been cut off from all other means of escape.

LESTER AUGUSTUS ROBERTS has a fresh, clear complexion, kindly blue eyes and a most amiable disposition. He is tall, broad-chested, strong-limbed, and a perfect athlete in muscular development. He is of a literary turn of mind, and during his thirty years of life has been around the world. He was born in Brooklyn, March 10, 1862, and served in the United States Navy from April 3, 1878, to March 10, 1883, and was an apprentice on board the U. S. S. "Alliance" when that vessel made her famous voyage to the Arctic regions in search of the lost steamer "Jeannette." Mr. Roberts is as brave as he is good-looking and intelligent. He was made a fireman April 1, 1885, and assigned to Truck No. 1. While with this company in July, 1885, he saved the lives of John and Ellen McGrath at a fire, corner of Hicks Street and Hamilton Avenue. On the night of Aug. 31, 1890, at No. 452 Atlantic Avenue, he took a very active part in

the rescue of several persons. On Feb. 22, 1892 at No. 395 Fulton Street, Mr. Roberts, then a member of Truck No. 10, assisted in getting Jacob Michaelson and Mrs. Goodman out, and caught the latter's baby, which had been thrown by the frantic mother from the fourth-story window.

JOSEPH BARRETT was born in Ireland, Aug. 6, 1866, and became a fireman March 21, 1888. He has since done duty with Engines Nos. 3 and 26 and Trucks Nos. 1 and 10. Aug. 31, 1890, he found Mrs. Dorsheimer and her son on the third floor of the burning building, No. 422 Atlantic Avenue, and carried them to the roof of the adjoining building. He also assisted in the rescue of Jacob Michaelson and Mrs. Goodman at No. 359 Fulton Street, Feb. 22, 1891.

JOHN MICHAEL RYAN is a native of Brooklyn, and was born July 7, 1864. He was made a fireman June 12, 1889, and at the fire, No. 359 Fulton Street, in Feb., 1891, assisted in saving Samuel Goodman and his wife. On Jan. 9, 1892, as he was passing No. 98 Union Street, he heard the cry of "Fire," and running quickly to the third story found Josephine Ricolo, eighty-four years old, enveloped in flames, caused by the explosion of a kerosene oil stove. He smothered the flames with his heavy overcoat and carried the woman down to the basement and summoned an ambulance.

HENRY W. MALONEY was born in Brooklyn, Jan. 7, 1864, and on June 15, 1885, became a member of the Fire Department. He was attached to Truck No. 5 on Aug. 31, 1890, and assisted in rescuing James Donnelly, his wife, sister-in-law and two children from the top floor of No. 452½ Atlantic Avenue. On Dec. 22, 1891, at No. 344-46 Smith Street, at great personal risk he worked his way up to the third floor of one of the houses, where he found Louisa and Alice Motteran, and carried them down the fire-escape to a place of safety.

WILLIAM E. COLLINS was born April 19, 1867, in Brooklyn, and his appointment to the uniformed force dates from Aug. 11, 1891. Although young in the business he has a record for saving the life of a woman at No. 117 Atlantic Avenue, on Dec. 24, 1891.

JOHN KELLY was born in Brooklyn, Oct. 5, 1867, and became a fireman Oct. 29, 1890. On arriving at a fire at No. 38 Atlantic Avenue, Sept. 27, 1891, he was told that a boy named Edmund Ralph was asleep in a dark bedroom on the first floor. It was impossible to reach the boy by the stairway, so Kelly climbed the fire-escape at the rear of the house, and after groping about in the dense smoke succeeded in reaching the lad, who was by this time nearly suffocated, and carried him out to the street.

EDWARD FINN, also a native of Brooklyn, was born Aug. 9, 1836, and after serving some years in the United States Navy, joined the uniformed force at its organization, Sept. 15, 1869. He has been an active worker at all the big fires since that time, and fortunately escaped without injury.

WILLIAM FRANCIS DOWD was born Sept. 4, 1862, in Brooklyn, and since he became a fireman, Dec. 3, 1888, has served the Department faithfully and well.

PATRICK JOSEPH SULLIVAN was born in King's County, Nov. 27, 1865, and, after passing the civil service examination with a good percentage, was duly appointed a member of the uniformed force, Oct. 29, 1890.

JOHN PADIAN is a native of England, and first saw the light in St. Helens, Lancashire County, on July 13, 1861. He was made a fireman March 31, 1892, and although young in his career, has the mettle in him to make an efficient member of the force.

While the company has been in existence the men have had a great number of fires which required many hours of hard labor to subdue. Among them were the chemical works at the foot of Jay Street; Baum's building, corner Myrtle Avenue and Bridge Street; Pinto's stores, Red Hook Point; Smith & Gray's clothing house, and the sash and blind factory fire at Fulton and State Streets. On the first day of the water famine in Brooklyn they were summoned to a fire, corner of Court and Butler streets, and on their return from that fire they were called out again to a fire at Carroll and Court Streets.



SAMUEL DUFF, District Engineer Third District.

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CHAPTER X.

COMPANIES OF THE THIRD DISTRICT.

. DISTRICT ENGINEER SAMUEL DUFF.

A BUSY DISTRICT—RESIDENCES, SHIPPING, FACTORIES AND TENEMENTS THICKLY PACKED IN—THE HOME OF THE FIREBOAT—ELEVATED RAILROAD TERMINALS—DISTRICT ENGINEER DUFF, HIS BRAVE DEEDS AS A LIFE-SAVER—ENGINE COMPANY No. 6, ONE OF THE EARLY ORGANIZATIONS IN THE NEW DEPARTMENT—ENGINE COMPANY No. 7 AND ITS ONE VETERAN—ENGINE COMPANY No. 8, PROTECTORS OF THE NAVY YARD—ENGINE COMPANY No. 23, THE FIRE FIGHTERS AFLOAT—TRUCK COMPANY No. 3, THE MEN WHO FIGHT AT CLOSE QUARTERS.



E NTRUSTED to the companies that guard the interests of the Third District is the valuable property which, with what is in the First and Second Districts, completes the water-front of the Western District of the city. From the East River to De Kalb Avenue and Fulton Street, and from Fulton Street to the Navy Yard and Washington Park, includes a district in which residences, shipping property, factories and tenements are thickly packed in, prone to take fire and easy to consume, and requiring eternal vigilance on the part of the five companies that protect them. It is in this district that the fireboat "Seth Low" is at home, lying at the foot of Main Street, ready for a call from any point on the water-front as far in both directions as the city line, and even, in an emergency, from New York. Besides this, Engines Nos. 6, 7, and 8, and Truck No. 3 are stationed in the thickest part of the district, within the net-work of elevated railroads which have their terminals in this busy section.

DISTRICT ENGINEER SAMUEL DUFF.

SAMUEL DUFF, District Engineer in command of the Third District, has spent a life-time in service as fireman, and has a banner record as a life-saver. He was born in the Sixth Ward about forty-two years ago and has stuck to that ward and attended its public schools. As a boy he shared the prevalent admiration for the red-shirted firemen of the Volunteer Department and as soon as he reached a suitable age he joined, with other young men, in the organization of Hook and Ladder Co. No. 6, in the house on Hicks Street, near Degraw, formerly occupied by Neptune No. 2. James Dunne, the present keeper of the City Hall, was Foreman, and Mr. Duff Assistant Foreman. When the new Department was organized he became a member of Engine Co. No. 3, located in the same neighborhood, and became its Foreman on Jan. 1, 1870. Further promotion came very near to him in 1885, when Engineers Fanning and McGroarty were promoted, his percentage in the examination being equal; but the number of vacancies being limited, circumstances necessitated his awaiting another opportunity, much to his disappointment and the regret of his appreciative superiors. But his turn came soon, and on Dec. 1, 1887, he was made District Engineer and placed in charge of the district he now commands.

His deeds of bravery have been numerous and have made "Sammy Duff" famous in the Sixth Ward, and indeed throughout South Brooklyn. A few of them should be mentioned. At a fire at No. 515 Henry Street, on May, 1870, an old lady named Corn, unable to escape, was left in the burning building. Learning of her perilous position on his arriving on the scene, Foreman Duff with his company made a good fight to reach her, and succeeded so far as to bring her out alive, though her burns were so serious that she died a few hours later. In making this rescue Foreman Duff was himself severely burned. On July 4, 1876, he fought his way through the smoke to Mrs. Brown, whose escape from No. 318 Court Street had been cut off, and though nearly suffocated he brought her in safety to the street. On Sept. 19, 1879, he rescued Emma McCann from the top floor of the three-story house, No. 43 President Street, where she had been left by the fleeing inmates of the house. At the fatal burning of the old glass house on State Street, in 1885, where thirteen lost their lives, he had his company early on the ground and he was the first to realize the extent of the terrible calamity. It was to the prompt efforts of himself and his men that many of the rescued owed their lives. Perhaps his most signal service as a saver of lives was the rescue of James Connelly, a young man who, on July 22, 1882, was doomed, but for Mr. Duff's interposition, by having his escape from the top floor of the four-story building at Court and Nelson Streets cut off entirely by the burning away of the staircase. The fire originated in a grocery store on the ground floor and it soon swept upward and

involved the whole building in flames. Foreman Duff exposed himself to the greatest danger in effecting his rescue, but happily it was accomplished without accident, either to himself or to the rescued man. Mr. Connelly and his friends were profoundly grateful for this service, and they generously acknowledged it by presenting to the brave fireman a handsome gold watch, suitably inscribed. Engineer Duff has hosts of friends all over Brooklyn, and especially in South Brooklyn, which has been the scene of his services and his heroism.

ENGINE COMPANY NO. 6.

Among the first of the city's engine-companies to be organized on the establishment of the present Department was Engine Company No. 6. The order creating the organization was issued Sept. 15, 1869, and on the following day the men reported for duty at the quarters which they have since occupied at No. 14 High Street. PATRICK LAHEY was selected for the honor of being the company's first Foreman, and the choice proved to be an excellent one, for he served with signal success for a period of twenty-five consecutive years, lacking a few months, and until transferred, on March 24, 1890, to be Foreman of Engine Company No. 24. Engine No. 6 is located in a two-story brick building, 20 x 80 feet, which from time to time has been repaired and refitted to accommodate it to the continued improvements in the methods of fire fighting. Like most of the old fire-houses, it is now badly adapted to the wants of a modern Department, and with the progress of the Bridge Terminal improvements will probably soon be razed to the ground. A new site will be chosen for the location of the new engine-house and when it is built it will be a structure wanting in nothing that goes to make the equipment of a first-class engine-company of the present day. In interior arrangement, the present house varies but little from the others in the city of the same size and general character. The apparatus-room is, of course, on the ground floor, and there also are comfortable stalls for the splendid team of grays that draw the engine and the handsome sorrel for the tender. Up-stairs are the sleeping apartments, bath and drying room and clothes lockers.

Foreman JAMES SMITH, who came to this company from Engine No. 22, on March 24, 1890, when Foreman Lahey was transferred to Engine No. 24, is a veteran fireman. He was born in Ireland, July 17, 1846, and came to this country in time to be made a member of Truck No. 1, on Sept. 15, 1869. He did not join the Department as a stepping-stone to some more lucrative position, but from a love of the calling, and having quickly mastered the details of his duties he performed them with zeal and fidelity and was frequently commended by his superior officers for his efficiency. These, and the other qualities that go to make a good fireman, brought him his reward in time. It came on July 1, 1885, in the form of a promotion to the Foremanship of Engine No. 22.

There the characteristics that marked him as a fireman were more pronounced as a Foreman, and it was much to the regret of his old command that for the benefit of the Department he was transferred in 1890 to the charge of Engine No. 6 as Foreman. He is an exemplary fireman and a devoted husband and father. He lives with his wife and children at No. 14 Hicks Street.

Engineer JAMES LAHEY is also built on the lines of a model fireman. He is a born Irishman as well as a born fireman, and first saw the light Sept. 22, 1838. He reached America when the first shots on Sumter were reverberating over the land and calling patriots to arms. He quickly saw where duty called and enrolled himself under the Stars and Stripes in the navy, where for four long years the Union had no truer-hearted defender than the young Irishman. When the war was over and there was no more fighting to be done against the country's enemies, Mr. Lahey entered in the lists to fight against the element that daily threatens homes, and on Sept. 14, 1869, he received his appointment as a member of Engine No. 6. Though no longer youthful, Engineer Lahey is one of the youngest old men in the Department, and it is the wish of his associates that it may be a long time before he fails to hear the alarm to which he responds now with alacrity.

DAVID O'KEEFE, of No. 9 Adams Street, the driver, was born in New York City, July 4, 1859, and although only in the Department since March 21, 1888, he is an indispensable adjunct to Engine No. 6. He handles the reins cleverly, and when the call to a fire is sounded nothing can be heard on Fulton Street above the clatter of the hoofs of O'Keefe's iron gray team.

MICHAEL H. BOYLE was born in Ireland, Nov. 16, 1851, and early in life chose Brooklyn as his future home. He was appointed and assigned to Engine No. 6 on Nov. 12, 1880. He has a comfortable home at No. 104 Concord Street.

GEORGE W. GURNELL, of No. 128 Raymond Street, was born in New York City on May 8, 1845, and at the outbreak of the Civil War joined the Union army, and fought in many of the principal battles of that bloody strife. On April 1, 1890, he was appointed a fireman, and assigned to Engine No. 6, where he has proved himself to be an excellent fireman.

JOHN M. CONNELL, whose home is at No. 109 Rapelyea Street, was born in Louisville, Ky., April 28, 1860. He was appointed July 21, 1890, and assigned for duty with Engine No. 6, where during his two years of service he has gained an excellent reputation for himself.

PATRICK F. MCLAUGHLIN, who has been a resident of this city all his life, and at present lives at No. 46 Hicks Street, was born Sept. 18, 1865. He was appointed on Aug. 1, 1890, and assigned to Engine No. 6, and he is now considered one of the best and bravest in the Department.



ENGINE COMPANY No. 6.

David O'Keefe,

James Lahey,

James Smith, Edward Conroy,

Foreman,

James A. Jones,

John M. Connell,

James Wright,

John J. Griffin,

Michael H. Boyle,

George Gurnell,

Thos. F. Farrell.

THOMAS F. FARRELL, who lives at No. 114 Johnson Street, was born in this city, March 3, 1849. He served all through the war with the 28th N. Y. Vols. He was appointed a fireman, March 1, 1884, and assigned to Engine No. 6 for duty. On the morning of Jan. 10, 1892, with the assistance of a citizen, he rescued Mr. and Mrs. Ryder from the third floor of a burning building at No. 39 Henry Street.

FRANCIS RILEY, who lives at No. 35 Middagh Street, was born in New York City, Sept. 7, 1845, and at the outbreak of the war enlisted in the army and fought in both the battles of Bull Run and also at Antietam and Gettysburg. He was appointed a fireman in Oct. 1, 1875, and assigned to Engine No. 6, where he still performs his duty with the same energy that he displayed when he went to the front.

JAMES WRIGHT, who resides at No. 325 Tenth Street, was born in England, July 12, 1839. He came to this country a short time before the war, and enlisted in the 13th N. Y. Vols., and fought at the battles of Bull Run and Vicksburg. On Jan. 23, 1887, he was appointed a fireman, and assigned to Engine No. 6, where he has served without interruption.

JAMES A. JONES was born in this city, Jan. 28, 1866, and was appointed a fireman on March 12, 1891, Engine No. 6 being his original assignment. He lives at No. 310 Water Street. At a fire in a building on the corner of Myrtle Avenue and Bridge Street he was seriously injured. He started up a ladder on the Myrtle Avenue front. When he reached the top round the ladder slipped, and Jones fell into a pile of broken glass and the heavy ladder fell on him; he was taken home in an ambulance, and it was several weeks before he could return for duty.

JOHN KEENAN, who lives at No. 66 Columbia Street, was born in this city June 24, 1865, and was appointed a fireman on Dec. 10, 1891. He was assigned to Engine No. 6, and has done good work.

ENGINE COMPANY NO. 7.

Of the sturdy band of firemen who, on the morning of Sept 15, 1869, reported for duty at the old house of Volunteer Engine No. 6, at No. 245 Pearl Street, to be reorganized under the name of Engine Company No. 7, of the new Department, but a single man is a member of the company to-day, and he came very near losing his life by being buried under a falling wall at the Smith, Gray & Co's fire. This is Assistant Foreman John Mallon. The original company comprised the following nine men, the picked firemen of Volunteer Engine No. 6: William Hagen, Foreman; William Cunningham, Engineer; Charles Fough, Stoker and Fireman; John Mallon, Frank Wren, Andrew McShane, Richard Smith, Thomas Mackin, Daniel McCauley. Of these Foreman Hagen, Stoker Fough and Foreman McShane and Smith are dead, and all the others, except Fireman Mallon, have left the Department, and are now following other occupa-

tions. No. 7 is located in what has come to be known as the "firebug" district, where Firebug Miller and others of his kind gave scope to their villany, starting fires to see the engine run. Whether from the constant danger of incendiarism, or for what other cause, certain it is that the men of No. 7 have achieved the enviable distinction of being quicker to get to work than any company in the district. They have even been known to take engines out of their district to distant fires, and, on the whole, their record in this respect is a glorious one.

The men are comfortably housed in an old but a substantial three-story brick building, which covers a lot 25 x 80 feet. The ground floor is devoted to the engine and its tender, and as District Engineer Samuel Duff makes the building his headquarters, his wagon is ever in readiness for instant use. The four horses are quartered in stalls in the rear, and "Bob" and "Terry," composing the intelligent gray team for the engine, are great pets with the men. On the second floor besides the dormitory is the District Engineer's room, and there is no better collection of portraits of Brooklyn's most celebrated fire-fighters extant than is to be found there: On the third floor are the firemen's lockers, the drying-room and the bathroom.

The history of No. 7 is the history of the men who for nearly a quarter of a century have added to its lustre and its fame in the Department by attention to duty that has frequently provoked the admiration of the public, and calls for the warmest commendation of the Commissioner.

WILLIAM A. HAGAN, the first Foreman of the company, recently passed over to the silent majority, after having earned an honorable retirement by over twenty-one years of service.

He was succeeded in 1890 by the present Foreman, JAMES ROBERTS, who is now about forty years of age, and in the prime of a robust manhood. He was born in Ireland, July 21, 1852, and entered the Department on April 15, 1878. After a service of eight years, which was marked by a conscientious discharge of his duty as a fireman of Engine No. 8, he was promoted to the Foremanship; and after a brief service in the same capacity on Truck No. 3, he was transferred, in 1886, to the position he now so acceptably fills.

Assistant Foreman JOHN MALLON is a native of York, Pa., where he saw the light on New Year's Day, 1846. His training for the heroic duties of a fireman was under the Stars and Stripes on the battle-fields of the Civil War, and the return of peace found him one of the most enthusiastic members of the old Volunteer Department. When selections were being made for appointment to the Paid Department, Mallon's name was one of the first to be mentioned, and he has served continuously since the organization of the Department. He has had some narrow escapes, but none that came so near being a final summons as that he received at the Smith, Gray & Co. fire, where his leg



ENGINE COMPANY No. 7.

Francis F. McCann.	Jas. Riley.	James Fay.	Wm. H. Derrin.	Jos. R. Reynolds.	Michael J. Condon.
John Donohue.	Wm. Hamilton.	John Mallon,	Jas. Muldary.	Arthur Johnson.	Timothy Ryan.
		Asst. Foreman.			Jas. J. Fullerton.
			James Roberts,		
			Foreman.		

was broken and he was almost buried alive by the falling of a wall. He was rescued by his companions, but for a long time was on the sick list.

Engineer JOSEPH R. REYNOLDS is a native Brooklynite and was a baby at the outbreak of the war, for he was born on March 18, 1861. He has always lived in the vicinity of the engine-house and his boyish ambition was to be a fireman. He was appointed to Truck No. 1 on Sept. 2, 1883, and after excellent service with Engine No. 3 he was made Engineer and transferred to No. 7 in 1885. He is just the man for the place, steady, cool-headed and not easily excited; and with his hand on the lever, No. 7 is always handled with consummate skill.

But without a nerry, courageous driver what signifies the skill of an engineer, the judgment of a Foreman or the willing courage of the men? In this as in other things No. 7 is blessed, for it is the boast of ARTHUR JOHNSON, the man who holds the reins over No. 7's grays, and it is stoutly corroborated by most of the men, that it's a very rare occasion when No. 7 fails to secure the hydrant nearest any fire to which she is summoned. Driver Johnson is an Irishman, whose love of his adopted country carried him into the navy for three years during the war. When the war was over, Johnson was attracted by the courage of the boys of old Washington Engine No. 1, and deciding that they were just the kind of spirits for him to train with, he cast his lot with them. He shared all their trials and successes until the organization of the Paid Department, when he received his appointment and was assigned to Engine No. 6. He was made driver of No. 7 in 1873, and the scars he bears from the war are trifling compared with the evidences that his body bears of duty well done in the Fire Department. In Oct., 1881, he was almost roasted alive at the fire at the Ansonia Clock Company's works. It was a three-alarm fire and a bad one, and when Johnson responded to the third-alarm he was ordered to drive by the fire, which was then burning fiercely. He made the attempt, but was caught by a sudden rush of the flames. He was rescued, but was frightfully burned and one of the horses had to be shot on the spot. In 1886 came his next serious accident, when in driving to a fire in Smith Street he was thrown from his seat and had his arm broken, not to speak of other serious injuries. Four years later a vicious horse came very near relieving No. 7's driver permanently from duty. The horse first kicked Driver Johnson into insensibility and then proceeded to trample on him. After a long siege in the sick-bay Driver Johnson had earned a rest and he was made the driver of the District Engineer's wagon, which duty he still performs.

Another of No. 7's boys who had a narrow escape from death in the line of duty is JAMES J. FULLERTON. It was at the terrible fire in the Planet Mills on April 13, 1889, and though at that time given up for lost and only nursed back to life by two months' tender care in the Methodist Episcopal Hospital, Fullerton is now ready to again risk

his life when duty calls. At this fire Fullerton, then a member of Truck No. 1, was caught in the second story with other firemen and almost blinded by the dense smoke: he fell through an open hatch while groping his way to a window. He received a compound fracture of the skull and he had a half-dozen ribs broken. Fireman Fullerton was transferred to Engine No. 7, in Nov., 1890. He was born in Brooklyn, on Nov. 10, 1854, and he has been a fireman since Dec. 15, 1885.

JAMES FAY, one of the best men in the ranks of No. 7, came very near losing his life at the disastrous fire which attacked the W. C. Vosburgh Manufacturing Company's plant at No. 273 State Street, on May 5, 1884. Fay was at the time attached to Engine No. 5 and there was a terrific explosion caused by the collection of gases in an archway under the street. Fay was thrown twenty feet and landed in a mass of *débris*, sustaining a broken wrist and other serious injuries. After two weeks in the care of the doctors at the Long Island College Hospital he was convalescent and returned to duty. Fireman Fay was born in Ireland, on Dec. 15, 1843, and he has been a fireman since Feb. 7, 1872, the greater part of the time with Engine No. 5. In 1888 he was transferred to No. 7, and he is popular with his officers and comrades.

Another of No. 7's men who has had a very close call is WILLIAM H. DENNIN, who on account of his admirable qualities was chosen for the responsible post of driver when the veteran Arthur Johnson was nearly killed and incapacitated for duty. Early in 1890, when responding to an alarm from Box 137, there was a collision at the corner of Pearl and Tillary Streets and very much to Dennin's surprise his machine stood up on its hind legs, so to speak, and turned over on its side. The seat is not the safest place in the world when an accident of that kind happens, and Dennin was a little late in extricating himself. The result was a bad fall, a cracked skull and various contusions and bruises, from all of which Dennin has long since completely recovered. Dennin is a native Brooklynite. He was born on Nov. 5, 1852, and has been a fireman since Oct. 1, 1883. He was first assigned to Engine No. 2, but was transferred to No. 7 on Jan. 10, 1885, and since then he has handled the lines over one of the best teams in the Department.

JAMES RILEY has shared the fortunes of No. 7 for over twenty-one years, and he is a veteran fireman as well as a veteran Jack tar, and so equally at home with fire or water. He was born in Brooklyn, on Oct. 5, 1844, and in the first year of the war he enlisted for three years in the navy. With an honorable discharge and some ugly marks to remember the rebel gunners by, he came back to Brooklyn and joined the old Volunteer Department. When the Paid Department was organized he was appointed and assigned to Engine No. 6, doing good service there until April 5, 1871, when he was transferred to No. 7. Riley is a man of cool judgment and desperate courage when the occasion arises.

FRANCIS I. MCCANN is another veteran fireman and veteran of the war who is enrolled with Engine No. 7. He, too, is a Brooklynite, and after returning with his regiment from the battle fields of the South he ran with old Volunteer Engine Company No. 7, whose house was in Front Street, near Bridge. He was appointed to the regular Department in 1875, and has done duty with No. 7 ever since. He enjoys the distinction of having been born on St. Patrick's Day, 1836, and thus is well on to his sixtieth year. He is a man who can always be relied on in an emergency.

TIMOTHY RYAN is also a veteran member of No. 7, for he was appointed on May 28, 1870, and has seen over twenty years of active service with that company. He was born in Ireland, on Jan. 18, 1844, and is still in his prime.

WILLIAM HAMILTON has been on duty with No. 7 since his appointment on Nov. 9, 1884. He was born in Brooklyn on Dec. 28, 1850, and bids fair to be hale and hearty for many years to come.

JAMES MULDERY is comparatively a young man, having been born in Brooklyn on March 31, 1865. He has been a faithful member of No. 7, since Dec. 3, 1888.

JOHN I. DONOHUE is another of the young and active members of No. 7. He was born in Brooklyn, on Jan. 24, 1860, and has been with the company since his appointment on July 15, 1889.

MICHAEL J. CONDRON was born in Ireland, Feb. 11, 1868, and was appointed and assigned to No. 7, on March 12, 1891. He is an apt pupil of the old fire-fighters and promises to emulate some of their deeds when the opportunity offers.

WILLIAM A. RYAN was born in Brooklyn, on Nov. 20, 1868. He was a boxmaker by trade when he was appointed a fireman on July 1, 1892.

ENGINE COMPANY NO. 8.

Engine Company No. 8 was organized on Sept. 15, 1869. The house provided for them was a two-story frame structure which stood on the site of their present commodious quarters on Front Street, near Bridge. For two years the members of the company made themselves as comfortable as possible in the little wooden building. Then the city erected for them a handsome four-story building and fitted it up in a manner which made it what at that time was considered a model house for a fire-company. The house is yet, according to the statements of members of the company, one of the most comfortable in the city, and they are perfectly contented with it. The old building, prior to the formation of No. 8, was the quarters of Constitution No. 7, of the Volunteer Department, and some of old Constitution's men are now members of No. 8. The members of No. 8 are a bright, active, well-built and courageous lot of men, and they are credited with having done some excellent work at the many big fires which have claimed their attention since they became members of the Department.

Their first engine was a "U" tank. This was soon found to be too small for the work required of it, and it was exchanged for a Clapp & Jones steamer. Two years later this was replaced by an Amoskeag engine, one of the first introduced in the Department. At the present time they have a first-class Amoskeag, which weighs 8,100 pounds. "Harry" and "Jim," two fine dapple bay horses, furnish the locomotive power when the engine is in transit to and from fires. "Tom," a chestnut sorrel, seventeen hands high, rattles the two-wheeled hose-cart along with surprising speed.

The first big fire to which the company was called was at Conklin's lumber yard, which covered nearly the entire block bounded by Pearl, Plymouth and John Streets. The loss was over \$200,000. On May 10, 1872, the company worked twenty hours on a fire at the sugar refinery, foot of Gold Street. The loss was \$300,000. In the summer of 1875, they did some excellent work at Baxter's paint works on Jay Street. Among the other large fires at which No. 8 rendered valuable services, were those at the Averill Paint Works, on Water Street on Dec. 6, 1872; at ex-Alderman Ruggles's wallpaper and button factory, on Oct. 21, 1884; in the Equipment Department at the Navy Yard, on Jan. 6, 1888; at the carpet works at Front and Washington Streets on Jan. 6, 1883; at Campbell & Thayer's linseed oil factory on Pearl Street, on May 13, 1877; at Harbeck's stores, Nov. 13, 1884, at Havemeyer's sugar refinery in 1882; at Pond's Extract factory; at the Brooklyn Oil Refinery; at the Gowanus Oil Works and E. B. Bartlett's Central grain elevator, Nov. 13, 1888. The damages at these fires ranged from \$100,000 to \$800,000. One of the worst fires with which the company had to contend was in the Arbuckle Coffee and Spice Mills at the foot of Adams Street in 1883. For eighteen hours they battled with the flames. It was a stubborn fire, and the fight was against the brave men, who never left their post until the building was burned to the ground. In their work at this fire several of the men had their hands badly cut by falling glass. The damage to the building and stock was estimated at \$200,000. A paper box factory which stood on the same site had been burned in 1881. The company also did some excellent work at the fire at the Pierrepont stores, on Sunday, Jan. 26, 1890, when the full-rigged iron ship "Pythomene," laden with jute butts and linseed meal, was totally destroyed. On that occasion several firemen came very near to being suffocated.

From the date of its organization until July 18, 1892, a period of almost twenty-three years, the Foreman of No. 8, was JAMES WALSH. The proper place for a sketch of his life is now among the District Engineers, and his services will be found chronicled as the responsible chief of the newly created Tenth District, of which he was placed in command when he was promoted on the above date. But the history of No. 8 would be incomplete indeed without mention here of the long service as its Captain of District

••• James Walsh.



ENGINE COMPANY No. 8.

Bartley Gunning.

Wm. Schiebel, Jos. G. Green,

Francis J. Quayh, John McCole, James Walsh,

Asst. Foreman, Dist. Eng'r, late Foreman,

Wm. E. Dolan.

Jas. H. Quinn, Thos. P. Connolly,

John Virtue, John A. Gillen,

Jas. Bridges.

Alexis Levisne.

Sam'l Burns.

Pending the appointment of a successor to Foreman Walsh, the command of the company devolved on Assistant Foreman JOHN MCCOLE, who was born in Ireland on March 7, 1837. He is married, and is the father of eleven children, four of whom are living. He lives at No. 113 Jay Street. As a member of the Volunteer Department, he had some thrilling experiences while attached to Constitution Engine No. 7. He is a retiring man, and dislikes to talk about himself, even to his most intimate friends. Although he never has been injured in the discharge of his duty, it has been through good luck, for he has many times been in perilous positions while doing his part toward saving valuable property. He severed his connection with the Volunteer Department on Sept. 15, 1869, when he received his appointment to the Paid Department and was assigned to duty with Engine No. 8. His valuable services as an ordinary fireman, and strict attention to duty led to his promotion to the grade of Assistant Foreman on March 1, 1887.

Engineer FRANCIS J. QUAL, JR., was born in this city, on Aug. 25, 1884, and was appointed to the uniformed force on Dec. 3, 1888. He was promoted to the grade of engineer on Feb. 16, 1891, and assigned to his present position. He is a very able, careful man in the discharge of his duty, and is highly esteemed by his superior officers.

BARTLEY GUNNING sits on the driver's seat of Engine No. 8 and guides the horses "Harry" and "Jim." He was born in Ireland, on May 10, 1846, and was appointed to the force on Sept. 15, 1869.

WILLIAM E. DOLAN was born in this city, on Feb. 27, 1861, and received his appointment to the uniformed force on Feb. 27, 1885. He distinguished himself about two years ago, at York and Jay Streets, when by his promptness and coolness he saved Lung Foo, a Chinese laundryman, from being killed by a live electric wire, which in its fall had struck the Chinaman and knocked him down. Mr. Dolan never speaks of the affair, but his comrades take pleasure in praising him for the brave act. He is at present detailed as a lineman at Fire Department Headquarters.

SAMUEL BURNS was born in Brooklyn, on Nov. 7, 1845, and was appointed a fireman and assigned to Engine No. 8 on Sept. 15, 1869. At present he is detailed at Fire Headquarters as a telegraph operator.

JOSEPH G. GREEN was born in New York City, on March 14, 1840, and was appointed to the force Aug. 15, 1870, and assigned to duty with Engine No. 8, in the capacity of engineer. He is at present detailed at the Repair-shops.

ALEXIS R. LAVIGNE was born in Lowell, Mass., on Nov. 2, 1857, and became a member of the Fire Department on Sept. 17, 1883. He is detailed at present as lineman at Fire Headquarters.

WILLIAM SCHIEBEL was born in this city, on Oct. 27, 1868, and was appointed a fireman on Nov. 16, 1891.

THOMAS P. CONNOLLY was born in England on Dec. 26, 1853, and entered upon his career as a fireman Feb. 1, 1887. Prior to becoming a member of Engine No. 8, he did duty with Engine Company No. 5.

JAMES BRIDGES was born in this city, on Nov. 26, 1870. He is a fine stalwart young fireman, and his ambition undoubtedly will receive its reward in due time. He was appointed Nov. 15, 1891.

JOHN GILLEN is a native of Brooklyn and was born on Jan. 17, 1855. He entered upon the career of a fireman on May 1, 1881, and has done duty faithfully since he first stepped into his present position.

JAMES H. QUINN also was born in this city, his natal day being Oct. 27, 1864. He became a fireman on May 20, 1889.

JOHN VIRTUE hails from Boston, Mass., in which city he was born on April 7, 1856. It was on June 19, 1882, that his name was enrolled on the blotter of Engine Company No. 8. He is a thoroughly efficient fireman.

This completes the roll of membership of Engine Company No. 8. They are, all in all, a fine body of men, and their standing in the Department as a company is A 1. They have done good work and are ready to do more, no matter how perilous it may be, whenever the big gong in the engine-house summons them to battle with the flames.

Among the large buildings within the district covered by Engine Company No. 8 on a first-alarm are those of Boerum & Pease, manufacturers of fine stationery and blank books; the Brass Rolling Mills; Campbell & Thayer's paint works; the Empire Storage Company; the Consolidated White Lead Works; Arbuckle Coffee and Spice Mills; Robert Gavi's paper box factory, and the Navy Yard buildings.

ENGINE COMPANY NO. 23. (FIREBOAT "SETH LOW.")

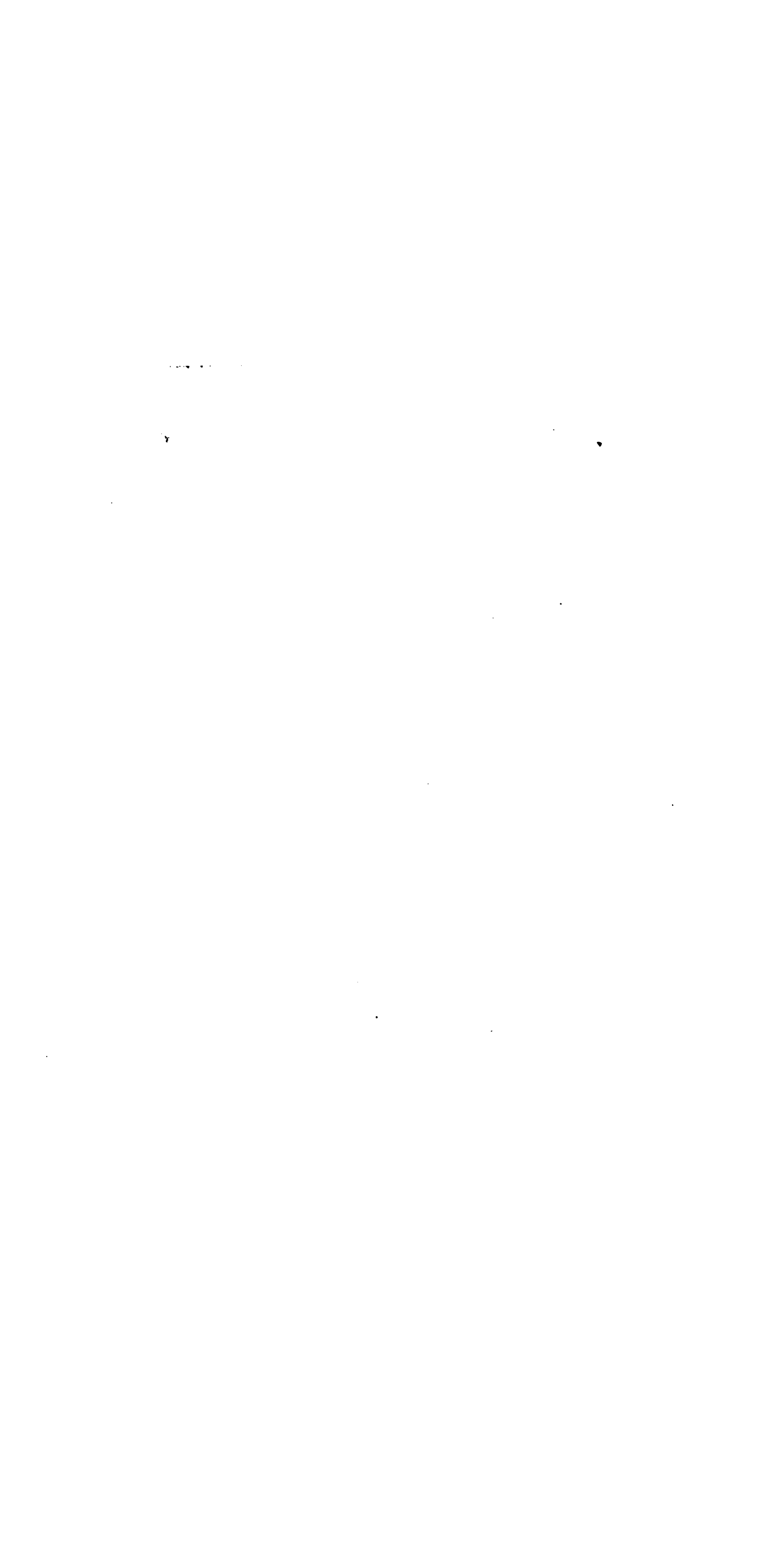
There is no engine-company in Brooklyn of which the city is more justly proud than No. 23, known as the fireboat "Seth Low." It is only within the last seven years that Brooklyn has had a fireboat in its Department, but within that time the boat has done such work that every citizen is proud of her and of her achievements. On Jan. 1, 1886, the "Seth Low"—technically Engine Co. No. 23—went into commission, being then stationed at Harbeck's stores, near the head of Furman Street. James Connell was her first Foreman, and on June 1 of the same year he was succeeded by Foreman John Finn, who held the position until Dec. 1, 1891, when Edward Dougherty, the present Foreman, took charge of the boat.

Although the "Seth Low" had several stations during the first eighteen months of her existence, she settled down on July 3, 1887, to her present station at the foot of Main Street, and it is from this station that she has done her most praiseworthy work as a protector of property and lives. "The Low," as she is familiarly called, has a fire-



ENGINE COMPANY No. 23 (Fire Boat "Seth Low").

Edward Dougherty, Foreman.
 John Bishop. Chas. Nichols, Jr. David H. McClaymont. Moses Morgan.
 James H. Byrne. Fred'k J. Snow, Asst. Foreman. John H. Trapp
 Geo. W. Young. Geo. Cunningham. Charles E. Costello. Geo. W. McDonough.



crew of eleven men: one Foreman, an Assistant Foreman, four engineers and six firemen. Beside this uniformed crew she has two pilots, Joseph Delaney and John R. Hughes, and four stokers, these men being necessary for the proper handling of the boat, while her crew fight fires.

The "Seth Low" was built of wood by Trundy & Murphy, at the foot of Smith Street, South Brooklyn, in 1886. After her hull was launched she was towed over to Jersey City where her engines, built by Brown & McWilliams, were put in. It is claimed by the engineers who have handled her ever since her trial trip that for her equation of power and displacement the "Seth Low" rivals any boat of her size afloat. She is a twin propeller with two single-acting engines that may be used as either high or low pressure engines as the exigencies of the occasion may demand. Her cylinders are sixteen inches in diameter with an eighteen-inch stroke. The boat itself is ninety-nine feet and six inches over all, with twenty-three feet beam, and nine feet draught with her coal-bunkers full. She is all wood, copper-fastened and copper-bottomed to her water-line. Red and black are the prevailing colors on her freeboard and upper works, but there is so much brass about her that the black trimmings are almost lost in the flashes of gold.

Outside of her appearance the "Seth Low" is what seafaring men call a "sweet boat"; that is, she is well-balanced, a good sea-boat, and handles easily, although she has not the modern steam-steering gear that her other equipments would presuppose. On deck she is much like an ordinary sea-going tug, her pilot-house and upper works being of the usual pattern. Below deck she is made for fighting fire. Her engine and pump rooms take up most of the space, although there is a small officers' fore-castle for the officers, and, abaft the engine-room, bunks for four men. Alongside the engine-room are the coal-bunkers, within handy reach of her stokers, and it is no idle boast that a lady could handle every joint of the engine or pumps without soiling a pair of white kid gloves, for everything is bright and dry and clean. The business end of Engine Company No. 23 is forward of the "Seth Low's" beam. That is where the big pumps are. These pumps are probably as fine as any afloat. They were built by Clapp & Jones of Hudson, N. Y., and have at the end $15\frac{3}{4}$ inches diameter and a ten-inch stroke. At the water end the diameter is eight inches and the stroke ten, the steam end difference increasing the capabilities of the pumps in almost geometrical ratio. As a reasonable criterion of what these water-carriers can do, it must be remembered that to pump a few million gallons into the hold of a vessel or into a blazing warehouse at the water's edge is counted but an ordinary job. The pumps worked at their full capacity can throw no less than 3,500 gallons of water in sixty seconds, or 210,000 gallons in an hour. This mass of water can be delivered in more than a dozen ways. Foremost of all, as the boat lays, is the water-tower, with a diam-

eter at the nozzle of three and one-half inches. This stream alone can be thrown at least 250 feet, and when it is considered that the average land fire-engine uses a nozzle from one to one and one-half inches in diameter, the worth of this marine water-tower may be imagined. Arranged in the form of a horseshoe and just forward of the pilot-house is what is called the "battery." This battery consists of twelve separate connections, all three and one-half inches, but capable of being reduced to two and one half inches at the battery if more force should be needed. Aside from this reduction are "Siamese connections," revolving nozzles, and other modern means of scattering water over fire. Should the fire be in the hold of a ship, where no access can be gained without cutting open decks and feeding with air a fire that ought to be smothered, the fireboat is equal to the occasion. On either side, just under the battery, are the "flood-gates," each of them six inches in diameter and through which the entire capacity of the pumps can be most handily used. It is only when the hold of a ship needs flooding that these gates are used. At such times six-inch holes are cut in the decks and the flood hose nozzle inserted. The ordinary suction for the flood-gates is below the water-line, but should the boat be in shallow water and likely to suck mud or refuse in, her pumps and outboard suction can be rigged, drawing from the surface of the water. In all fires the usefulness of the boat is enhanced by the ease with which her twin propellers enable her to turn. Should she, by reason of closely lying shipping, be unable to get bow on to the fire, lines of hose are led from the battery aft. Then the fire is fought stern foremost. Aft the deck-houses is a hose-reel and under the reel lie big coils of hose. Altogether the "Seth Low" carries 2,350 feet of hose, and there have been times when she needed and used it all. As she is built entirely of wood and has been more than once in close quarters, paint is no small feature of her expense account; but there has never yet been any charge for burning off old paint—the boat does that in her work.

There have been not a few fires in the harbor that needed hard work from the fireboat, and there have been a great many calls that were for life-saving as well as the preservation of property. Shortly after ten o'clock on the evening of Feb. 27, 1886, there was a call from Coney Island Point for the fireboat to aid the crew of the scow "Sarah," which was dragging her anchor. Application had been made to half a dozen tugs in port, but none would respond as a strong gale was blowing from the northeast and hail and snow squalls were sweeping down every half hour. It took the "Seth Low" one hour and five minutes to reach the scow, from her pier, and during that time the fireboat was the only vessel in the harbor under way. When the scow was reached the fireboat was one mass of ice from the top of her pilot-house to the water-line, but in spite of the disadvantages under which the men worked they rescued Thomas Olsen, of No. 227 West Twenty-seventh Street, New York City, who was in charge of the scow. Olsen was

nearly frozen to death, but hot coffee and dry clothing brought him around and after nearly four hours' fighting with the icy gale the "Seth Low" got back to her pier. Pilot John Mahoney and Assistant Chief Dale were in charge of the "Low" in this trip.

When the big Nova Scotian ship "Thorva" was loading cases of oil at the foot of Kent Street on June 5, 1886, fire was discovered in the cargo between decks. It was after eleven o'clock at night when the order to attend the ship was received by the fireboat, and for three hours the "Seth Low" pumped water through two lines of three and one-half inch hose into the ship. There were 33,000 cases of oil in the vessel, but only a small portion was damaged, owing entirely to the work of the fireboat, which received no aid from the shore force. Pilot Francis Bell and Assistant Chief Smith were in command of the fireboat.

When the German bark "Maria," loaded with bales of rags, paper, rosin and guano, was on fire at the foot of Fourtieth Street, the fireboat pumped water into her for nineteen consecutive hours. The vessel was ablaze below decks fore and aft. Holes were cut in her decks and ten lines of hose worked at once. Some of the new revolving nozzles were inserted and did good work. Although for a long time there seemed little hope, the fireboat kept at work and finally saved the ship. It has been on some of the occasions when the fireboat was needed to aid the land force that she has done her most efficient work. Just before midnight on May 28, 1887, the "Seth Low" was ordered to report to Chief Smith at the foot of North Fifth Street. The fire was in two brick buildings owned and occupied by Lowell Palmer as a cooperage. Seventeen lengths of three and one-half inch hose were used to reach the fire, and for sixty-nine consecutive hours the "Seth Low" pumped water on this fire. The first stream fell on the fire at midnight, May 28, and the pumping stopped at six o'clock, May 31, during which time the fireboat alone had thrown 3,510,000 gallons of water. At the fire in the Havemeyer sugar house, on the afternoon of June 10, 1887, the fireboat pumped 194,000 gallons through twenty lengths of three and one-half inch hose in six hours. It was necessary to use a two and one-half inch nozzle at the end of the two long lines of hose. On Sept. 2, 1887, the two thousand ton pile of coal in the yard of J. C. Provost, at the foot of Vernott Avenue in Long Island City, caught fire. Two lines of hose, each four hundred feet long, and the water-tower were used. For twenty-seven consecutive hours the fireboat's pumps kept going and in that time threw 4,860,000 gallons of water.

The fire in the Brooklyn Navy Yard just after midnight of Jan. 3, 1888, was one of the hardest pieces of work imposed on the fireboat. The building, which was stored with gunpowder and munitions of war, was a long way from the water's edge. The fireboat stretched 1600 feet of rubber and five hundred feet of canvas hose and a pressure ranging from one hundred and fifty to two hundred and sixty pounds was necessary

to force the three and one-half inch stream of water up to the building. The dangerous nature of the contents of the building made the work all the harder, and the fireboat's entire crew were at work for over twelve hours, the streams being thrown eleven hours and forty minutes. On March 1, 1888, the fireboat extinguished the fires on five hay-laden barges in the Wallabout Canal, making six lines of hose at once and pumping 2,250,000 gallons. When the big English ship "Glen Larn" was on fire at the foot of Harrison Street, on April 13, 1888, the dock and shed also caught fire. The fireboat towed the ship out from the flames, and, after beaching her on the shoal off Liberty Island, pumped her full of water, discharging 1,620,000 gallons into her hull.

To enumerate all the big fights which the "Seth Low" has had with fire would take too much space, but two others cannot pass unnoticed. At the fire in the coal elevator and railway of the Philadelphia & Reading Coal Co., at the foot of North Eleventh Street on Oct. 10, 1888, the "Seth Low" did splendid work. There were practically three fires. The first was in the elevator and railway. On this the water-tower was used. Then the storehouse of the Pratt Manufacturing Company caught fire and next the bark "Ella Voss" was ablaze. For one hundred and seven hours the "Low's" pumps worked continuously, throwing 19,260,000 gallons of water. For one hundred and ninety-seven hours the men of the company were at work on the fire. Never did a city more thoroughly realize the value of a fireboat than did Brooklyn on the night of Nov. 23, 1891. At that time fire was raging in the heart of the block bounded by Court, Harrison and Degraw Streets and Tompkins Place. Although there were plenty of engines, there was no water, for the break in the big conduit had not been repaired and there was little or no water in the city's reservoirs. It seemed certain that the entire block would go, for not one of the engines could get water enough to throw an inch stream twenty feet. A special call from Headquarters brought the fireboat to the foot of Harrison Street, but then she was nearly half a mile from the fire and at the foot of a hill. All of the hose on the fireboat was stretched and some more borrowed from the land engines, until 2350 feet of hose were laid. This enabled them to get a stream on the rear of the fire. Another connection was then made with Engine No. 21 at the corner of Union and Van Brunt Streets, where another and smaller fire was in progress. For three hours and a-half the "Seth Low" furnished water for both these fires. Without her aid the Court Street fire would have been terribly disastrous, and so well was this fact appreciated that all the residents on the Harrison Street side of the block were ordered out of their houses. When the stream came from the fireboat there was a cheer from the big crowd, and within a short time the fire was under control. Brooklyn is proud of her fireboat, and justly, for the "Seth Low" has saved millions of dollars worth of property since she first went into commission. The crew of Engine Company No. 23—the fireboat—are a splendid set of men and good fire-fighters.

Foreman EDWARD DOUGHERTY has a ship-master's license as well as an enviable record as fireman. He was born in Brooklyn, on Dec. 28, 1848. On April 1, 1871, he was appointed driver of Engine No. 6, where he served nine years and was then transferred to Truck No. 3. Five years later, at his own request, he was made a pipeman with Engine No. 8, and while there was promoted to be Assistant Foreman on March 1, 1887, and transferred to the fireboat. On Dec. 1, 1891, he was promoted again, being made Foreman, and master of the boat. Besides being a good fireman, Mr. Dougherty has done some life-saving. On Oct. 29, 1889, he and Engineer Charles Nicolls rescued Thomas Keegan from drowning, when his boat was swamped. On Sept. 30, 1889, Mr. Dougherty with Engineer Moses Morgan saw a row-boat capsize and went to the assistance of the occupants. There was not much time to spare, but they succeeded in saving the lives of William Malloy and Charles Keely.

Assistant Foreman FREDERICK J. SNOW was born in New York City on March 22, 1859; appointed to the Department on Nov. 10, 1881, and assigned to Engine No. 15, where he served ten years and three months, making an enviable record for himself. On Feb. 13, 1892, he was made an Assistant Foreman and assigned to the fireboat.

Engineer CHARLES NICHOLS JR., was born in New York City, on March 27, 1863; on Dec. 15, 1885, he was appointed as fireman and assigned to Engine Co. No. 20. When the fireboat was undergoing her experimental trials, Mr. Nichols was detailed to her engine-room. On Jan. 16, 1886, he was made an engineer and the temporary detail to the "Seth Low" was made permanent. Mr. Nichols is one of the best-equipped marine engineers in the service of the city. Besides the rescues already mentioned, Mr. Nichols, with Engineer John Bishop, rescued James Lahey from drowning at the foot of Washington Street. Lahey had fallen off the pier just after midnight and Nichols and Bishop reached him in a row-boat in time to save him.

Engineer JOHN BISHOP was born in Brooklyn on June 28, 1863. From Aug. 2, 1879, till June 28, 1884, he served in the United States Navy. On April 1, 1885, he was appointed as a fireman and assigned to Engine Co. No. 18. He was made an engineer on Jan. 14, 1886, and assigned to the fireboat. The rescue of James Lahey, mentioned above, is but one of many brave acts to Engineer Bishop's credit. Mr. Bishop is a first-class marine engineer.

Engineer MOSES MORGAN was born in Brooklyn, in 1845, and appointed to Engine Co. No. 9, when first made a fireman on Sept. 15, 1869. In 1877, he was made an engineer and was transferred to Engine Co. No. 1, in the following year, afterwards being transferred to the fireboat.

JAMES HENRY BYRNE was born in Ireland, on Sept. 12, 1849. He came to America when a young man and was made a fireman on Dec. 15, 1885, and assigned to Engine Co. No. 1. During the trial trips of the fireboat Byrne was one of her details,

and on Jan. 16, 1886, he was permanently transferred to her. While working at a fire in the bark "Maria" off the foot of Thirty-ninth Street on Feb. 25, 1887, Fireman George Rogers was overcome by smoke and fell into the vessel's hold. Byrne saw his brother fireman fall, jumped after him at once and succeeded in saving him. On the night of Jan. 7, 1888, Richard McDade fell off the pier at the foot of Washington Street and would have been drowned but for Fireman Byrne. Also it was Byrne who heard Lahey's cry for help and called the men who rescued him.

CHARLES E. COSTELLO was born in Brooklyn, Sept. 15, 1862. He was appointed a fireman with Engine Co. No. 2, on April 1, 1885, and transferred to the fireboat when she went into commission, Jan. 1, 1886. On the night of Sept. 2, 1889, John Williams and William Gresham, sailors belonging to the United States Steamer "Boston," fell off a ferryboat near the fireboat's pier. The tide swung them in and Mr. Costello hauled them both out by means of a boat-hook.

GEORGE W. YOUNG was born in Canada on Aug. 24, 1858, and was appointed to the fireboat March 25, 1891.

DAVID H. MCCLYMONT was born in New York City on Sept. 13, 1851. He was made a fireman May 1, 1883, and assigned to Engine No. 3. Later he was transferred to Engine No. 20 and from that to the fireboat.

GEORGE CUNNINGHAM was born in Brooklyn on April 4, 1854, appointed to the Fire Department on Sept. 15, 1879, and transferred to the fireboat in Jan., 1886.

JOHN HENRY TRAPP was born in New York City on Dec. 5, 1862, and appointed as fireman on the fireboat on Oct. 14, 1890.

GEORGE W. McDONOUGH is a native of Dublin, Ireland, where he was born on June 5, 1864. He was a railroad man before becoming a fireman on July 1, 1892.

HOOK AND LADDER COMPANY NO. 3.

Truck Company No. 3, which at present is stationed at No. 183 Concord Street, was organized on Sept. 15, 1869, and occupied the house at No. 236 Gold Street, which was formerly used by Volunteer Engine No. 11 and later by Volunteer Truck No. 2. That house was a two-story brick building, 20 x 50 feet; the whole first floor was used as an apparatus-room, with two stalls in the rear for the horses, the second floor being fitted up as sleeping apartments for the officers and men.

On April 29, 1874, the company removed to its present quarters on Concord Street, a two-story brick building, 25 x 75 feet. The apparatus-room has three stalls in the rear, and has lately been supplied with a patent extension ladder.

On July 29, 1878, Foreman Huestis was transferred to Engine Co. 5, and Thomas Byrne succeeded him, remaining until Oct. 26, 1878, when he was removed and Peter Campbell became Foreman. The next Foreman was David Kirkpatrick, appointed on



HOOK AND LADDER COMPANY No. 3.

- | | | | | |
|------------------|-----------------|--------------|--------------------|--------------|
| Chas. McFealey. | Chas. McGregor. | John Daly. | Patrick Dougherty. | John Keegan. |
| Robt. McNeam. | Geo. Matthews. | Chas. Doran. | Chas. Riehl. | Wm. Wilton. |
| John Fitzgerald, | Chas. Shay, | | | John Silk. |
| Foreman, | Asst. Foreman. | | | |

Aug. 6, 1886, but he remained only four days in the company when James Roberts, Foreman of Engine Co. No. 17, was transferred to Truck 3 and John Fitzgerald was promoted to be Assistant Foreman. On Feb. 11, 1890, Assistant Foreman John Fitzgerald was promoted to be Foreman to succeed Foreman Roberts, who was transferred to Engine Co. No. 7. Up to the present there have been no further changes in the Foremanship.

This truck-company is one of the best in the city. It takes the men just twelve seconds from the first tap of the gong to get the truck out of the house and well started, which is good time considering that the horses have a run of fifty-nine feet to get under the harness and that there are three collars to snap and six lines to buckle up. The actual time of raising the extension ladder and putting a man on a roof as timed by eight stop-watches before the Oxford Club and Fire Commissioner Richard R. Poillon, was fifty-nine seconds, and the second man reached the roof about four seconds after. The truck weighs 9100 pounds.

The men of Truck No. 3 are noted for their courage in the face of danger, and in this they have an excellent example in their Foreman, JOHN FITZGERALD. He was born in this city, on Oct. 8, 1856, and was appointed on Dec. 15, 1880, and detailed to the Kerosene Bureau. He remained there until July 6, 1886, when he was transferred to Truck No. 3, and on March 1, 1887, he was promoted to be Assistant Foreman and succeeded Foreman James Roberts on Feb. 11, 1890. On Oct. 5, 1891, while working at a fire on the roof of the old ferryhouse at the foot of Bridge Street, the supports burned away and the roof fell and carried him down with it. He received a contusion of the spine which confined him to his bed for two months. He has rescued a number of persons from burning buildings since he was connected with the Department.

Assistant Foreman CHARLES SHAY, who lives at No. 137 Jay Street, was born in New York City on Nov. 9, 1851. He was appointed to the Department on May 5, 1874, and detailed to Engine Co. No. 8. He was afterwards transferred and promoted to be Assistant Foreman of Truck No. 3, on Jan. 1, 1891, and served faithfully until Feb. 28, 1892. Then he was seriously injured at the fire which occurred in Smith, Gray & Co.'s building on the corner of Fulton Street and Flatbush Avenue. He was going down a ladder from the second-story window when the ladder slipped from under him and he fell to the sidewalk headforemost, receiving a compound fracture of the skull, and he was not able to report for duty for months.

JOHN SILK is known among his companions as "the life-saver," as no less than eighteen lives, saved at six different fires, stand to his credit. The names of those who owe their lives to Fireman Silk are not all known, but among them are Mr. and Mrs. Malloy and their two children, whom he rescued at great peril to himself from a burning building at the corner of Doughty and Elizabeth Streets. He saved the lives

of Mr. and Mrs. Van Dusen and their three children, when they were overcome by smoke at a fire at No. 123 Atlantic Avenue. One of his most daring rescues was the saving of five persons at the big fire at No. 199 Concord Street. Though the place was all ablaze when Silk reached the third floor, he got John Carroll and his wife to the ground in safety, and then went back to the second floor and assisted Patrick McHugh and his wife and Arthur Donnelly out of the flames that had almost been fatal to them. He was the leader of a daring band of life-savers at the fire of Feb. 21, 1891, supposed to have been the work of "firebug" Miller, in the six-story tenement at No. 129 and 131 Sand Street. Notwithstanding his efforts seven lives were sacrificed, but Silk carried two helpless women down five flights of stairs in safety. He also saved the life of Mrs. Goetz at a fire in the house at No. 342 Bergen Street, and at a fire in State Street near Smith he rescued a child that in the excitement had been forgotten on the top floor. At this fire two other children lost their lives. At the Smith, Gray & Co. fire, Silk received a severe cut on the left hand that incapacitated him for duty for a long time. He was born in New York, June 24, 1838, and after returning from three years' service in the war he became a fire-fighter. He was appointed Nov. 10, 1869, and has been a conspicuous member of Truck No. 3 ever since.

GEORGE MATTHEWS, of No. 223 Bridge Street, was born on Sept. 15, 1835, in the County of Longford, Ireland, and was appointed and assigned to Truck No. 3 on May 5, 1875. On Dec. 26, 1883, at a fire in a four-story building at the corner of Cranberry and Henry Streets, he fell through a cellar grating and dislocated his shoulder. In 1884, at the fire in St. John's Home, he was knocked from a ladder by a falling line of hose and fell thirty-five feet, breaking his ankle and badly lacerating his body. At another fire in Briggs' cooperage on Durman Street, he broke a blood vessel in his left leg and was unable to report for duty for seven weeks.

JOHN MCLAUGHLIN, of No. 192 Pearl Street, was born in this city on Dec. 12, 1843, and was appointed on July 15, 1878 as Kerosene Inspector, under Commissioners Ryan, Gallagher and Williams. He was dismissed from the Department in 1880, but was reinstated by the Courts in 1887. He was then detailed to Truck No. 3, where he remains.

CHARLES RIKEL, of No. 140 Duffield Street, was born in Jan. 1, 1860, in Troy, N. Y., and was appointed a fireman on April 8, 1885. He was assigned to duty on Engine No. 6, and transferred to Engine No. 5, and then to Truck No. 3, on May 21, 1889. He remains on the rolls of that company.

ROBERT NCNEARN, of No. 137 Jay Street, was born in Germantown, Pa., on June 3, 1858. He was appointed a fireman on Dec. 15, 1885, and assigned to duty with Engine Co. No. 24. He was transferred to Truck Co. No. 3 on April 5, 1889, where ever since he has bravely done his duty as a life-saver.

PATRICK DOUGHERTY, of No. 244 Bridge Street, was born in County Donegal, Ireland, on June 10, 1837, and received his appointment when the Department was organized, in 1869. He was assigned to Truck No. 3, and though he has served nearly a quarter of a century he is a wonder to some of the younger men when the gong sounds.

Driver CHARLES MCFEELEY, who lives at No. 182, York Street, was born in this city on July 4, 1856, and was appointed on July 30, 1883 and detailed to Truck Co. No. 3.

JOHN J. DALY, of No. 367 Gold Street, was born on Feb. 23, 1850, in this city and spent three years of his life in the service of his country in the navy. He was appointed a fireman on March 7, 1887, and was assigned to Truck Co. No. 3 and has seen five years of active and meritorious service.

CHARLES DORAN, of No. 184 North Elliott Place, was born in this city on March 1, 1863, and was appointed as a fireman on March, 12, 1891 and was assigned to Truck Co. No. 3.

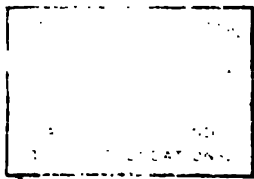
WILLIAM J. WILTON, of No. 310 Pacific Street, was born in July 7, 1865, in this city and was appointed on Feb. 1, 1891 and was assigned to Truck No. 3.

CHARLES MCGREGOR was born in the city of New York, on Jan. 13, 1860, and his appointment dates from July 1, 1892.

The three horses that spring to duty at the sound of the gong are great favorites with the men. They are known as "Billy," a white; "Paddy," a bay; and "Charlie," a chestnut, which last one has the reputation of being the gentlest and most intelligent animal in the Department. The history of Truck No. 3 would be incomplete without a mention of "Rags." "Rags" is only a dog, but he has a friend in every member of the company. He is a coach dog, beautifully marked and spotted. He can do anything but talk, and the men say "Rags" understands everything they say and knows every signal as well as any of them. He sleeps between "Billy" and "Paddy" and is always the first at a fire.



JAMES CUNNINGHAM, District Engineer Fourth District.



CHAPTER XI.

COMPANIES OF THE FOURTH DISTRICT.

DISTRICT ENGINEER JAMES CUNNINGHAM.

THE VARIED INTERESTS OF THE FOURTH DISTRICT—ITS BOUNDARIES AND CHARACTERISTICS—DISTRICT ENGINEER JAMES CUNNINGHAM—A WORTHY SON OF A WORTHY SIRE—ENGINE COMPANY NO. 9—A COMPANY OF LIFE-SAVERS—ENGINE COMPANY NO. 10—A TRAINING-SCHOOL FOR FIREMEN—ENGINE COMPANY NO. 30—A WELL-HOUSED TWO-YEAR-OLD—HOOK AND LADDER COMPANY NO. 2 AND ITS GALLANT RESCUES.



DISTRICT FOUR includes broadly the territory that is fed by the Union Elevated Railroad on Myrtle Avenue and De Kalb Avenue street car line, from Cumberland Street to Throop Avenue. The district is a parallelogram running northeast and southwest, with the two streets last named bounding its ends. Its northwest side is bounded by Flushing Avenue from Cumberland Street to Throop Avenue; and the opposite side by Lexington Avenue, with a triangular addition between Fulton and Grand Avenues. The district is a great congeries of nearly all the varieties of building that go to make up a city—dwellings, factories, tenements, armories, churches and business houses. They are of all qualities and degrees of importance and range from the splendid to the humble.

DISTRICT ENGINEER JAMES CUNNINGHAM.

James Cunningham, District Engineer in command of the Fourth District, in which are located Engine Companies Nos. 9, 10 and 30, and Truck Company No. 2, per-

petuates in his name and service those of his distinguished father, John Cunningham, who was the last Chief of the Volunteer Department and the first Chief of the present Department. Mr. Cunningham has thus grown up nurtured in the traditions of the Department ever since he was born in the Fifth Ward on Oct. 1, 1839.

After an education in the public schools and some years spent at the trade of a shipwright, having moved into the Seventh, or Wallabout Ward, he joined Columbia Engine No. 10, at the age of twenty-one. He served with this company until the formation of the present Department, when he was selected from among many applicants to fill the important position of Foreman of Engine Company No. 9. This appointment was the best possible recognition of the value of his previous services; for No. 9, located in Graham Street, near Myrtle Avenue, held a post of honor, its location being remote and its field covering from Fort Greene to East New York, and from Flushing Avenue to the Penitentiary, requiring a self-reliant Foreman to cope with the responsibilities. The proximity of this field to the Eastern District frequently called No. 9 to duty there, and altogether the company had more than its fair share of duty. There was no telegraph alarm in those days, and when the wind blew strong and wrong the tower bell did not always give an unmistakable signal. But Foreman Cunningham always gave the fire the benefit of any doubt, and started whenever he even thought he heard an alarm, or saw smoke by day or light by night. The long distances necessary to travel to cover the district, and the wretched pavements, often broke down the apparatus; but he was always equal to every emergency, and either took his horses to the nearest apparatus, or got his hose to the fire in some other way if his tender broke down, or in various ingenious and effective ways covered the necessity of the case. His discretion on arriving at the fire always proved to be exercised in the wisest way, and so great was the value of a life-long experience and an inherited "head for the business," that he never lost his head under circumstances that often would baffle others of ordinarily good judgment. The rapidity with which he always got his apparatus to a fire frequently brought him first on the ground, where his special qualities were of the highest value. His knowledge may be attributed in part to the fact that, as Foreman of No. 9, he was thus often called upon to perform duties which properly belonged to a District Engineer, and so well did he perform them, that on the death of District Engineer James Gaffney, in 1876, he was, on Feb. 7th of that year, appointed to the vacant position. In command of this district, he has been successful in keeping down the losses from fire, although it is a very dangerous district, containing many factories, car stables and frame houses.

In personal appearance Engineer Cunningham looks every inch a fireman—six feet in height and robust of frame. He attends closely to his work and seldom leaves the city, an occasional day off being all the recreation he desires. He is in the prime of

life, and bids fair to live long to give the Department the benefit of the experience and knowledge of this "worthy son of a worthy sire."

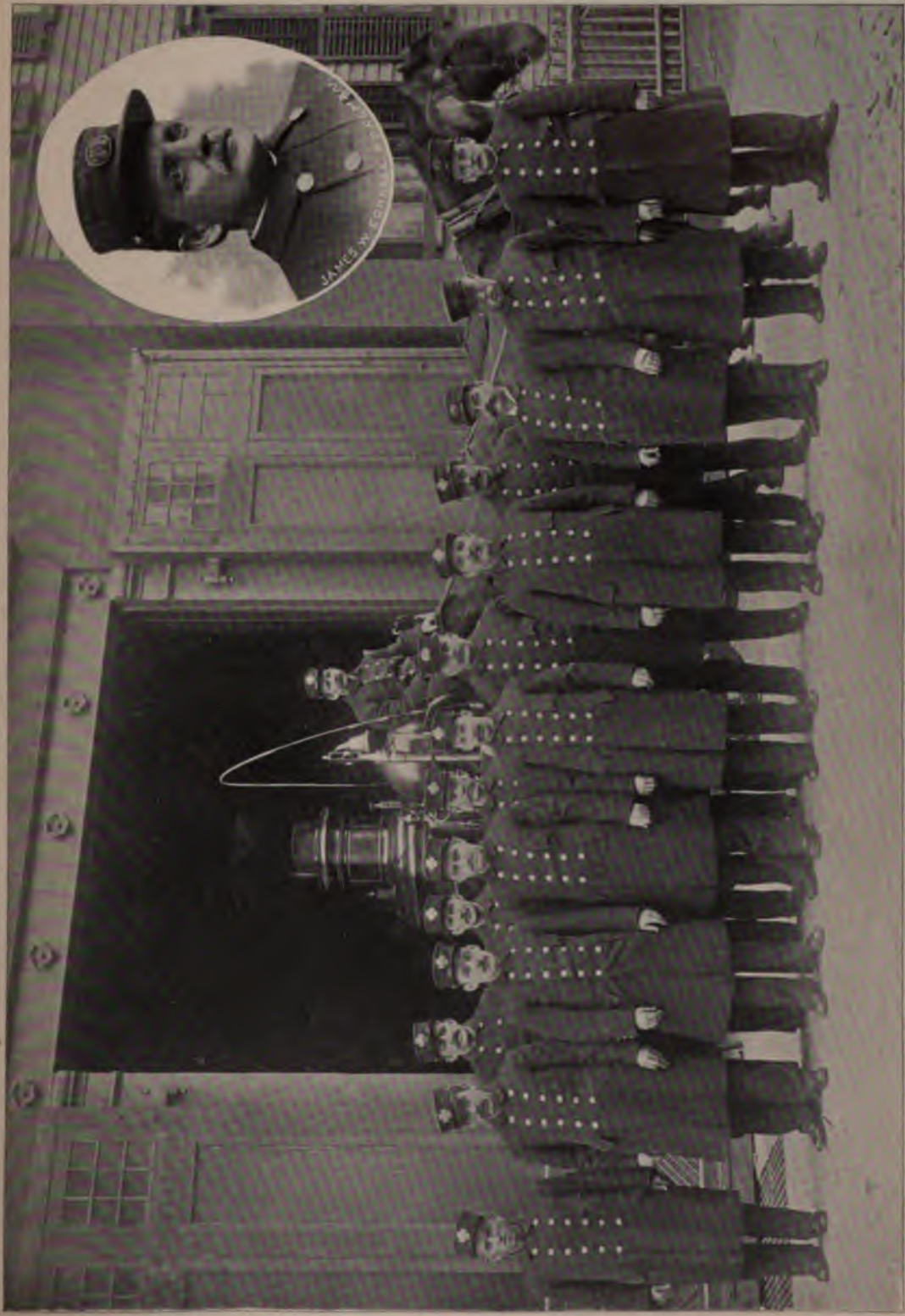
ENGINE COMPANY NO. 9.

Engine Company No. 9 is an organization whose history is full of interest, not only to members of the Fire Department, but to the people it has served so long and faithfully. It is almost inseparably connected with the growth and progress of the city. It was organized right in the heart of this great city in 1869, and during its existence of almost a quarter of a century it has been called upon to battle with some of the fiercest fires on record, the terrible Brooklyn Theatre fire being one of them. A fact that speaks volumes for this company is that nearly every member of it has a record as a life-saver and a place on the roll of honor.

Engine No. 9 is located at No. 157 Graham Street, just off Myrtle Avenue, and from this house the brave company who are attached to it have gone out thousands of times to risk life and limb in defence of the lives and property of their fellow-citizens. Strange as it may seem, they have been called out to six fires in a single day, between the hours of 3 P. M. and 2 A. M. It hardly seems possible that men could stand so much strain. This will give the reader something of an idea of what the average fireman must go through in the line of duty. The district for which the company is responsible is within the following boundaries: Broadway, the city line, Cumberland Street and Tompkins Avenue. This is a great stretch of territory, but No. 9 covers it and does it well, as the records of the Fire Department and the newspapers demonstrate. The mere mention of these boundaries does not give a correct idea of the extent of the district. To make it clearer, let us say a first-alarm will send the company flying out as far as the Kings County Penitentiary, which is only a stone's-throw from the city line, but nearly two miles from No. 9's house. A second-alarm will also bring it to the foot of Division Avenue, which is the dividing line separating the Thirteenth and Nineteenth Wards. In a word, Engine No. 9 is responsible for and must answer alarms in the Seventh, Ninth, Thirteenth, Nineteenth, Twentieth, Twenty-first, Twenty-third and Twenty-fourth Wards, which embrace nearly one-third of the city. In cases of second-alarms the company may be called a mile beyond the boundaries of its own immediate district, while third alarms will send it as far as Greenpoint in one direction, East New York in another, or even down to South Brooklyn. The district differs in several respects from others, inasmuch as it includes both the most aristocratic and the most humble quarters of the city. Palatial mansions, costing as much as \$150,000, which are an ornament to the city, can be found in one part of the district, and the poorest hovels in other parts. It is a great industrial centre, too; some of Brooklyn's greatest factories and mills are in it. And it is a great lumber centre as well. What

is probably the largest publishing house in the world is in one part of the district, and one of the most extensive markets in the country is located in another part. Among the structures of note within it are the United States Naval Hospital, the Pratt Institute, the Adelphi Academy, the Navy Yard buildings, the Clermont Avenue Rink, the 23d Regiment Armory, which adjoins it; the famous Brooklyn Tabernacle, the Wallabout Market, the Girls' High School and the Boys' High School, both magnificent and costly structures; the Criterion Theatre, the Oxford, Lincoln, Laurence, Union League and Jackson club-houses; the Pouch mansion, which cost about \$250,000, and the Homœopathic Hospital. There are also the Baptist Home, the Sisters of Mercy Convent, where 600 orphans are sheltered; the Home for Aged Men, the Brooklyn M. E. Church Home, the Emmanuel and Washington Avenue Baptist churches; the Throop Avenue, DeKalb Avenue, Summerfield, Simpson and Francis Methodist Episcopal churches; the Roman Catholic churches of St. Patrick, Sacred Heart and St. Ambrose; St. John's Chapel, the Roman Catholic bishop's mansion, on Clermont Avenue; the Cumberland, Lafayette Avenue and Central Presbyterian churches; the Fourth Precinct Police Station. Clinton Avenue, which is included within the district, is lined with many costly mansions, among them being the residences of Ex-Mayor Shroeder, Mrs. Charles Pratt, Gen. Henry W. Slocum, Ex-Mayor John W. Hunter, John French, Geo. H. Nichols, William H. Wallace, Charles A. Schieren, Frederick B. Pratt, John Arbuckle, D. H. Houghtaling, Gustav Loeser, R. S. Barnes, Jesse Johnson, Louis Liebmann, Henry T. Chapman, Jr., J. C. Hoagland, C. N. Hoagland, Mark Hoyt, W. B. Boerum, Dr. George R. Kuhn, and others. There are, also, a number of splendid school buildings in the district as follows: Public Schools Nos. 3, 4, 11, 12, 25, 35, 41, 42, 44, 45, 54 and 79. The real and personal property within No. 9's district is worth not less than \$125,000,000, and to guard against the danger of fire this colossal amount of wealth, Engine No. 9 must keep unceasing vigil.

Engine No. 9 was organized and went into commission on Sept. 15, 1869. It succeeded Engine No. 12 of the old Volunteer Department, which passed out of existence that year, and it occupies the same quarters on Graham Street, near Myrtle Avenue, which belonged to old No. 12. It is an interesting coincidence that four of the men who belong to it to-day were appointed the day the engine began service as a branch of Brooklyn Fire Department. They are Foreman James W. Connell, John Friel, James Cassidy and John Farrell. During its career, Engine No. 9 has been called out thousands of times, and many dangerous fires have occurred within its district. Among the ones deserving special notice are those at the Adelphi Academy, the cocoon-mat factory, and the burning of the Nostrand Avenue flats which occurred in the winter of 1892 and which rendered one hundred families homeless and penniless as well. This latter fire was marked by several thrilling rescues of imperilled tenants from the burning



ENGINE COMPANY No. 9.

Henry Boerum.

- | | | | | | |
|---------------|------------------|-----------------|------------------|--------------------|--------------------|
| John Farrell, | Edw. Karcher, | Chris. F. Shaw, | James Cassidy, | Jerome R. Johnson, | William B. Narney, |
| John Moran, | Thos. J. Mullen, | Maurice Foley, | John W. Manning, | John Friel, | Thos. J. Nash, |
| | | | | | Michael McKinney, |
| | | | | | James W. Connelly, |

1

buildings, and in that brave work the members of No. 9 distinguished themselves. Six of them assisted in the rescue of a woman who had to be lowered with a rope. They were rewarded by being placed on the roll of honor. This sketch would not be complete if we failed to record the splendid service No. 9's company rendered the unfortunate people who suffered from that calamitous fire. They went to work the following day and raised a relief fund of \$500, which they distributed among those whose needs were most pressing. All honor to the brave men! Deeds like that should be recorded in letters of gold.

Foreman JAMES W. CONNELL, although a very young man, is one of the veterans of the Department. He is only forty-four years old, having been born Jan. 9, 1848, in Brooklyn, yet he has been a member of the Brooklyn Fire Department twenty-three years. And before he became a member of it he was for several years attached to the Volunteer Fire Department, serving as engineer and Captain of Engine No. 12. He organized the company for the fireboat "Seth Low," and for a year was in command of it. During his extended career he has served with Engines Nos. 9, 22, 23, (the fireboat "Seth Low") and 24, but most of his life has been spent with No. 9, of which he is Foreman. Mr. Connell has been a Foreman since June 15, 1885. On several occasions he has distinguished himself by rescuing or assisting in the rescue of life, but of his brave deeds it is impossible to get him to speak.

Assistant Foreman MICHAEL MCKINNEY is a fireman of skilled and recognized bravery. He was born Dec. 10, 1845, and has been in the Department since Oct. 1, 1881. He was only a boy when he entered the Union army, in which he served with credit to himself and his country. He also served in the navy, so that he was doubly equipped for the hazardous career of a fireman. He had been in the Department about six years when (March 1, 1887, he was raised to the rank of Assistant Foreman.

THOMAS J. NASH, Assistant Foreman (detailed), was born April 29, 1855. He was appointed June 15, 1887, and has rendered the Department most excellent service. He was promoted Assistant Foreman on Feb. 15, 1892.

JOHN FARRELL is a veteran with twenty-three years of hard and faithful service to his credit. He is a native of Ireland, born Dec. 20, 1842, but he has lived in the United States since childhood. He served with credit in the army, and was one of the first men to enroll in the Brooklyn Fire Department. His appointment was made Sept. 15, 1869. During his long and useful career he has been noted for the conscientious performance of his work and his willingness to take any risk in the line of duty.

JOHN FRIEL is another of the quartette on No. 9, who have seen twenty-three years' service. He was appointed Sept. 15, 1869, the day the company began its career. He was born in Brooklyn, forty-eight years ago, March 9, 1844, and was only twenty-five years of age when he became a fire guardian. He has a war record as well, and a

good one, for before he joined the Brooklyn Fire Department he had rendered his country two years' service in the army as a member of Company F, 10th Vols. As he was a good soldier he has proven himself a good fireman and a life-saver as well.

JAMES CASSIDY is a fire guardian of recognized ability, and like his comrades Foreman Connell, John Friel and John Farrell, he has devoted twenty-three years of his life to battling fire. He was born in Ireland, Aug. 12, 1843, and joined the Fire Department, Sept. 15, 1869. Mr. Cassidy is one of the most courageous firemen in the country and he has on more than one occasion snatched imperilled men and women from the jaws of death at fires. He was at the Nostrand Avenue fire and his work there secured him a place on the roll of honor.

Engineer JEROME R. JOHNSON was born in Brooklyn, March 10, 1856. Joining the Department April 1, 1885, he acquitted himself so admirably that in about a year he was (on April 8, 1885) raised to the highly responsible position of engineer, which he has filled over six years with credit to himself and satisfaction to his superior officers.

EDWARD KARCHER has been attached to the Brooklyn Fire Department over seven years, having been appointed June 15, 1885. He was only twenty-three years old when he donned the fireman's uniform. He was born in New York, April 21, 1862. During his connection with the Department he has been known as a brave and capable fire guardian. Mr. Karcher rendered splendid service at the great Nostrand Avenue fire, assisting in the rescue of several persons from the burning buildings, for which he was placed on the roll of honor. Prior to his joining the Fire Department he served with credit in the United States Navy.

MAURICE FOLEY is one of the junior members of Engine No. 9, both in years and length of service, but he has proven himself most worthy of membership in that company. He is a native of Ireland and was born Christmas Day, 1863. Passing a most creditable examination, and backed by excellent recommendations, he was appointed on April 16, 1890, by Fire Commissioner Ennis. Like all his comrades he is a brave and capable fireman and his services in the work of life-saving have secured for him a place on the roll of honor. He was with his company at the disastrous Nostrand Avenue fire and assisted his comrades in their heroic work on that occasion.

JOHN MORAN was born in Brooklyn, Aug. 29, 1861, and has spent all his life in the city which he is now serving as a fireman. Commissioner Ennis appointed him Dec. 3, 1889, so that he has been in service nearly three years. At first he was attached to Engine No. 10. He is now connected with Engine No. 9, and as one of his colleagues said of him, is a fireman from the crown of his head to the soles of his feet. Whenever called out he performs his duty with dash and energy, and bravery as well.

THOMAS J. MULLEN is one of the younger members of this company, having been born on Sept. 20, 1861, in Brooklyn. He was only twenty-four years old when he was

appointed, Oct. 9, 1885, after passing a most creditable examination. His career as a fireman, covering a period of seven years, has been marked by hard service, and he has always performed his arduous duties with credit to himself, his company and the Department at large.

WILLIAM B. NERNEY is a Brooklynite, born on Oct. 5, 1860, and was appointed Jan. 1, 1881. During his service in the Department he has demonstrated his fitness for the position he occupies. He is regarded as a brave, cool-headed fireman, prompt and careful in the performance of any duty that may be assigned to him. He has shown his bravery on more than one occasion.

CHRISTOPHER F. SHAW is, like the majority of his colleagues in No. 9, a native of Brooklyn, in which city he was born, Dec. 2, 1858. He is a dashing, plucky and capable fireman. At the Nostrand Avenue fire last winter he assisted in the rescue of several lives and was placed on the roll of honor.

JOHN WARREN MANNING was born in Belfast, Ireland, Jan. 20, 1863, and is the youngest member of the company. He became a fireman Dec. 11, 1890, and he has been connected with the company ever since. His record is that of a brave, conscientious and efficient fireman. He is thoroughly devoted to his work and is bound to make his mark in the Department.

There is a member of Engine No. 9 deserving at least a passing reference. He never joined the Department and yet he is in it. He is always on duty and serves without pay or hope of reward beyond three square meals a day. His name is "Spot," the company's fire dog; a bright intelligent animal that revels in a race to a fire. Foreman Connell says "Spot" knows every box in the district and is the "first man" to answer when the gong calls the company to duty.

ENGINE COMPANY NO. 10.

The annals of Engine No. 10 show that beside excellent discipline and hard work a single fire-company may do a great deal for the good of the entire Department through the careful training of the individual firemen. Engine Company No. 10 had done that long before it came under the present pay system. As No. 9 in the Volunteer Department, it was a "training-school" for firemen, and turned out good men, as their subsequent records show. The "school" has not changed its location for many years, as the Volunteer No. 9 occupied for a long time the house on Carlton Avenue, near Myrtle, that is now the house of No. 10, and save for its slightly antique arrangements is as serviceable as ever.

It is doubtful if there is a more important fire district in Brooklyn than District 4, which calls Engine No. 10 in the first-alarms. Part of the district is occupied by costly residences, and there are also many churches and public buildings in it. Many of the

largest buildings are anything but fireproof, and if once well started burning would make great fires. In many of the big flat-houses in the district live hundreds of persons whose lives are constantly dependent upon the prompt action of the firemen, and in such case never has Engine No. 10 been found lacking in either promptitude or energy. Since Engine No. 10 was reorganized under the pay system, she has had six Foremen, William Harris, Charles McDonough, W. A. Beardall, Peter Farrell, James F. Murray and James Gannon, the present Foreman. McDonough and Beardall have retired, but all the rest are in active service and are excellent firemen. At nearly all the big fires that have occurred in Brooklyn since 1873, No. 10 has done noticeably good work. At the burning in 1873, of the big storehouses owned by Woodruff & Robinson at the foot of Conover Street, No. 10 was on hand promptly and for sixty hours, with but one relief of six hours, the engine, an Amoskeag that was then only a year old, pumped steadily at the big blaze. Almost every minute of the working time—54 hours—the men were in danger of their lives from the possibility of the fall of the lofty walls. Toward the last of the blaze Fireman Bennett, who occupied a position near one wall that was evidently cracking, was called back by the Foreman and his fellow-firemen. He rushed backward just as the wall began to topple toward him, but he was a little too late and the crumbling bricks knocked him down. When he was taken out it was thought that his injuries would prove fatal, but after some time in the hospital he recovered. During the last hours of the work at this fire, the men of No. 10 were so blackened by smoke and worn out by the long hours of continuous work, that it was not for several days that they recovered either their complexions or their natural strength and activity. The burning of the Havemeyer & Elder sugar refinery, at the foot of North Second Street, Jan. 13, 1881, was another event that brought out the good qualities of Engine No. 10. The alarm was sent in shortly after four o'clock in the afternoon, and although the fire-boat "Seth Low" pumped millions of gallons of water onto the big building, the land forces were kept at work until the next morning at seven o'clock. During all the night No. 10 held a dangerous position near the enormous building, which was one mass of flames within the lofty walls that bulged threateningly but did not drive the men belonging to Engine No. 10 from their work, although several of them had narrow escapes from falling timbers and masonry.

All of the good work done by No. 10 has not been confined to the saving of property. When fire started in the bakery on St. Mark's Avenue, near Albany, and adjoining St. John's Home, the men of No. 10 worked faster and with more energy than even usual with them. In the Home which is under the Roman Catholic Orphan Asylum, there were more than five hundred destitute boys, none older than fourteen years and many not three years old. The flames from the bakery extended to the Home, and three alarms were sent out at once. The thirty-six Sisters of Charity that had the care



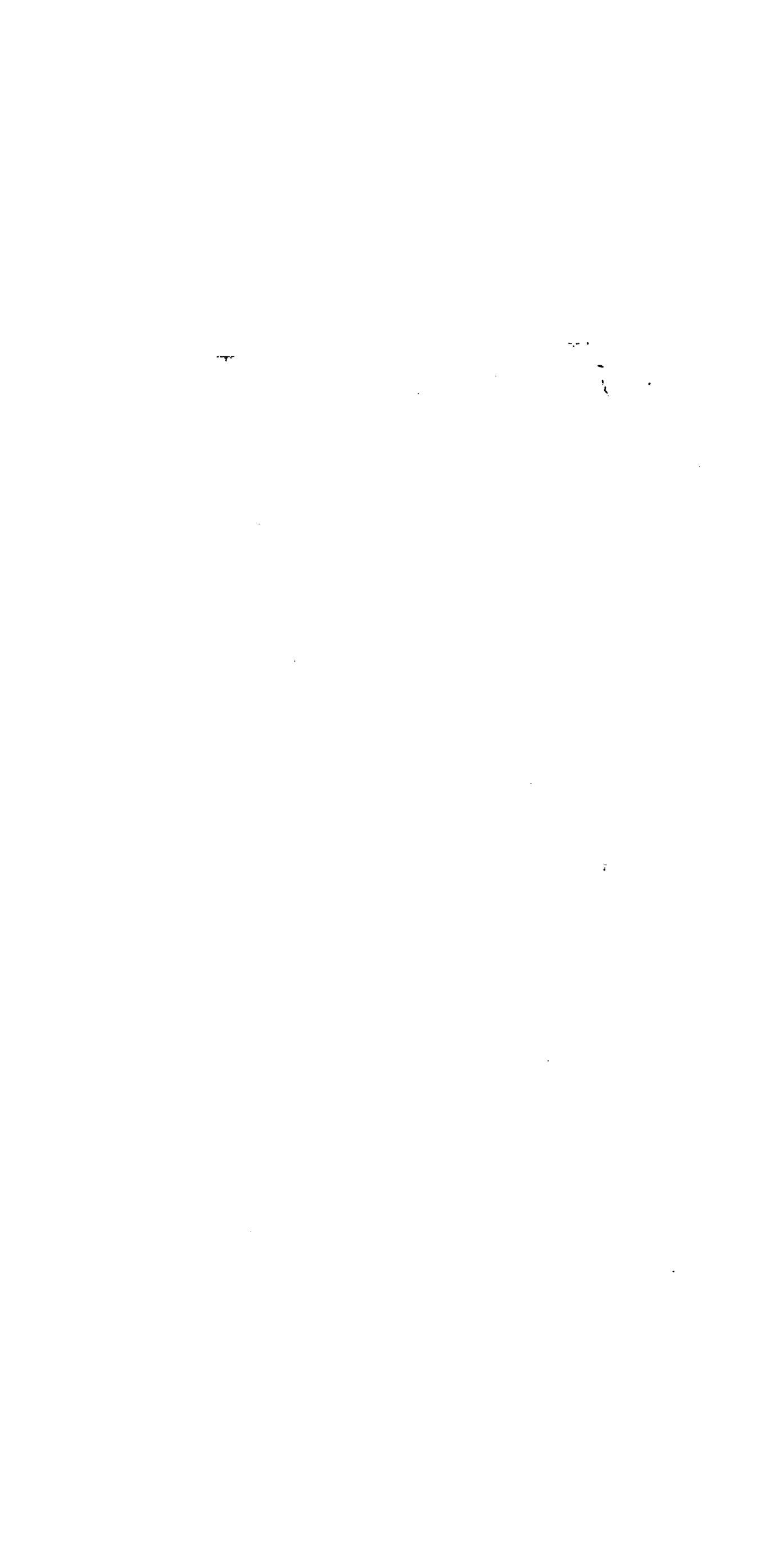
ENGINE COMPANY No. 10.

Francis Creighton

Valentine Hendrickson, John J. Muldary, Wm. F. Kingalad, John J. Mallaly,

Henry F. Maguire, John Gorman, Edw. Shaughnessy, Andrew W. Beith, Jas. Gannon,
Foreman.

Francis H. Strickland, John J. Kenniff, Wm. Hutchinson,



of the little ones aided the firemen in preserving the little children from panic or death in the flames. The men of No. 10 were among the first to enter the Home, where the children stood in frightened groups. Fortunately the fire was in the rear and the little orphans were able to march out of the front doors between the lines of big firemen. Many of the smallest of the children were carried out by men from No. 10. After the children were taken out the fire was subdued in good season.

When an engine working at a fire comes so near being burnt up herself that water has to be pumped on her instead of the burning building, the fact should be an excellent proof of the class of work that engine-company does. Such an incident occurred to Engine No. 10 at the burning of Palmer's cooperage on Kent Avenue on the first day of June, 1891. Engineer William F. Kingsland had just settled down to the working of the engine when flames shot out from the building and hemmed the engine in between it and the river, drove the men away—though Engineer Kingsland stuck as long as he could—and, reaching the engine, burned off the tongue and set the wheels ablaze. Nothing saved her from destruction but a deluge of water from neighboring engines, which was kept up till the fire was over, and the horses could be brought down to drag away the charred and blackened machine. At this fire Engine No. 15 was entirely destroyed in much the same manner that No. 10 was damaged. Had it not been for the thorough discipline and the presence of mind of the men of No. 10 there would have been several of them burned to death at the Smith, Gray & Co. fire that occurred in Feb., 1892, in the big building at the corner of Flatbush and Fulton Avenues. The fire was in the basement when No. 10's crew entered the building with their pipe. After a few hours' work it was evident that the fire was deeply rooted, but the men were so busy working that they did not notice the clouds of smoke that were pouring up from the floor behind them until they were almost overpowered. Foreman Gannon ordered the crew to quit work and run for their lives. There was no time to haul out the hose and it looked for a few minutes as though the half-suffocated men were not going to find their way through the black wall of smoke that was between them and the outer doors. Foreman Gannon decided to make a rush, trusting to his knowledge of the building to point him in the right direction. His men dropped the hose and followed. After what seemed hours to the men, who were holding their breath lest they should inhale the deadly smoke, shouts from outside guided them to the safe exit, and with parched throats and blackened faces they stumbled out into fresh air. In the history of Engine No. 10 there are many instances of such thrilling work and narrow escapes, but the training of the men and the discipline of the company has stood in good stead and serious accidents to the men are rare.

Foreman JAMES GANNON is among the oldest of the firemen now in the service of the Department. He is under middle height, but his frame shows that his strength is

greater than ordinary. He was born in Brooklyn on Dec. 24, 1845, and was in the old Volunteer Fire Department for five years and six months before the establishment of the new Department. Mr. Gannon was a member of Engine No. 12, of the old Department, and was appointed from that engine to No. 10. On March 1, 1887 he was promoted to the position of Assistant Foreman and in June, 1891, was made Foreman. His work as a fireman has proved his fitness for the position, and although a very quiet and reserved man, he is popular with all the men under him.

Assistant Foreman WILLIAM H. BROWN, JR. was born in New York City, Sept. 18, 1862, and appointed to Engine No. 10 in 1887. He is a cool, careful fireman with a good future before him and a good record in the past. He was promoted to his present rank Feb. 13, 1892.

Engineer WILLIAM F. KINGSLAND was born in Brooklyn, Jan. 11, 1847, and was appointed Dec. 21, 1872. He has shown in many instances that he knows what his duties are and how to perform them. On Feb. 15, 1891 he was promoted to the rank engineer.

VALENTINE HENDRICKSON was born in Brooklyn in 1847, and appointed to Engine No. 10, April 1, 1881.

ANDREW W. BERTH was born in Brooklyn, Oct. 22, 1857. He was appointed April 7, 1885.

JOHN J. MULLALY was born in Ireland, March 25, 1849, and came to America when a young man, entering the Department in April, 1878.

JOHN FEENEY was born in Ireland, in 1842. He came to this country and served a term in the U. S. Navy, later entering the Department, May 3, 1870.

HENRY F. MAGUIRE was born in Brooklyn, Feb. 22, 1866, and was appointed to Engine No. 10, Feb. 11, 1891.

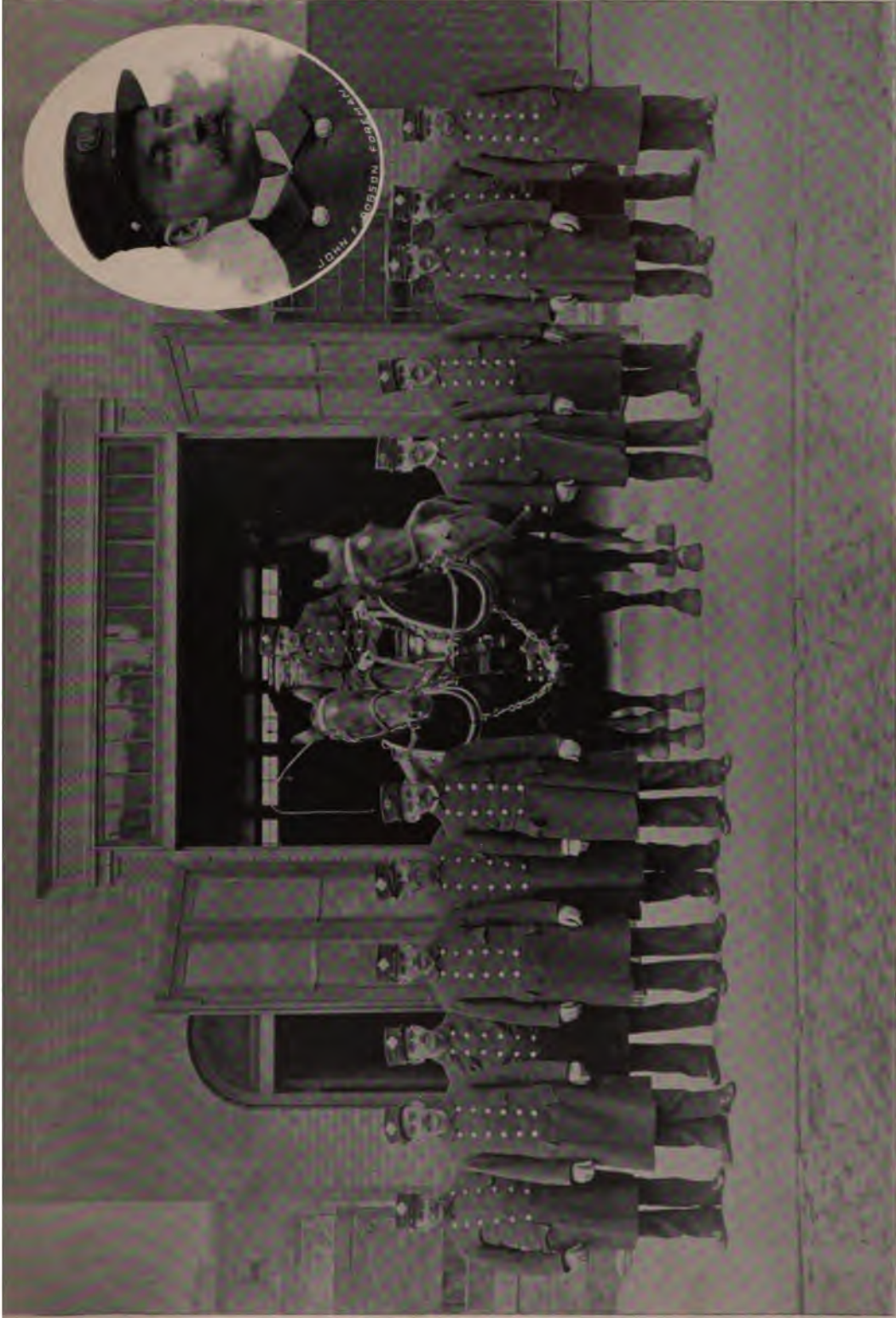
JOHN J. MULDERY was born in Brooklyn, Jan. 11, 1862, and was appointed April 26, 1886.

FRANCIS P. CREIGHTON was born in Brooklyn, Sept. 15, 1857, joining the Fire Department, March 3, 1883.

EDWARD SHAUGHNESSEY was born in Greenwich, Conn., on St. Patrick's Day, 1844. He was made a fireman on Dec. 11, 1873.

ENGINE COMPANY NO. 30.

From an architectural point of view the quarters of Engine Company No. 30 on Ellery Street near Marcy Avenue, are by far the handsomest in the Department. The company was organized July 2, 1891, and it is situated in the heart of a district mainly



ENGINE COMPANY NO. 30.

- | | | | | |
|--------------------|----------------|-----------------------------|---------------------------------|------------------|
| John S. Gillespie. | John C. Kane. | John H. Jeffers. | Edward J. May. | James W. Byrnes. |
| James J. Collins. | Patrick White. | John F. Dobson,
Foreman. | John J. Emme,
Asst. Foreman. | John G. Tilley. |
| | | | | Wm. F. Allen. |
| | | | | Frank Vanderlin. |

composed of two and three-story frame dwellings, the ground floors of many being occupied as business places. In some portions of the district, there are two buildings (front and rear), on each lot, which are occupied by Polish Jews. It also contains a great number of handsome private residences, and numerous factories where various kinds of manufactured goods are turned out to the value of many millions of dollars yearly. There are a dozen school-houses, and double that number of churches of various denominations in the territory. The ninety boxes to which the members of the company respond on a first-alarm takes in a district which has for its northerly boundary-line White Street; its easterly, Berry Street and Myrtle Avenue; southerly, Jefferson Avenue, and westerly, Classon Avenue. On a second-alarm they respond to calls from 150 boxes, and on a third they take in the territory bounded by East New York, Carlton Avenue, the city line and Greenpoint Bridge.

Some of the principal buildings in the immediate district are Fowler's car shops; Dunlap's hat factory, Greenfield's candy factory, Physer's chemical works, Muller's varnish works, the Brooklyn City Railroad stables, Liebman's brewery, Uhlmer's brewery, Malcolm's brewery and Obermeyer & Liebman's brewery, the large moulding mills and sash and blind works of White, Potter & Page, and Doughty, MacFarland & Co., the American cocoa-matting factory, Batterman's six-story dry goods house, Swatzer's furniture house, Cooper & McKee's refrigerator factory, Reber's lumber yard, Appleton's book bindery, Schult's bakery, Bossert's planing mills, New York Gutta-percha Works, Hoop & Gore's hat factory, Ferguson's planing mills, Bindrin's carriage factory, North American Iron Company's works and Mollers' knitting works.

The company is made up of men who never shirk their duty, and who are willing at any time to risk their own lives to protect the lives and property of citizens. They are quick workers and so are the four bay horses, their average time in getting out of the house after an alarm being nine seconds. They are equipped with a second-class Amoskeag steamer, which is kept as bright as a piece of burnished silver, and a new hose-cart with all the latest fire appliances. The men individually have exhibited great taste in decorating the interior of the house, and everything about their quarters is as orderly and cleanly as it can possibly be.

Foreman JOHN F. DOBSON was born in Brooklyn, Jan. 29, 1854. He is married and lives at No. 637 Willoughby Avenue. Prior to becoming a fireman, on Jan. 7, 1876, he was a conductor on the South Side Railroad. He served as a private with Engine No. 16 until Dec. 15, 1880, when he was promoted to the grade of Foreman and sent to organize Engine Company No. 19. He remained in command of the latter company until July 2, 1891, when he was called on to organize Engine Company No. 30. At a tenement house fire on Fifth Avenue near Tenth Street, Foreman Dobson worked himself up to the top floor through the blinding smoke, and took in his arms the unconscious

form of a girl, who had been overcome, and bore her to the street. She was past all hope of recovery and died a short time after being taken out. Mr. Dobson returned again into the burning building and assisted in rescuing four others of the same family, who after being taken to the hospital recovered consciousness. In 1881, at a fire on Underhill Avenue, the flames had burned away the stairs, and cut off a woman and two children who lived on the top floor, from all means of escape. When Mr. Dobson and his company arrived on the scene and learned the facts, he was the first to mount a ladder to go to their rescue. He reached the windows of the top story none too soon, for the terrified mother was about to throw her children out of the window when Foreman Dobson shouted to her and at the same time seized one of the children just as it was about to drop into the street. Through his coolness and bravery both mother and children were taken out in safety. On the night of Feb. 15, 1892, a fire broke out in the frame tenement, No. 546 Flushing Avenue. On an upper floor were six persons, among them a woman seventy years of age who weighed nearly 300 pounds. The smoke was so dense that it was impossible for the people to escape by the stairway, and when Foreman Dobson and his men reached them they were fast being overcome. One after another were taken down by way of the fire-escape, but the old lady could not be got down that way and had to remain on the fire-escape in charge of the firemen until the house was freed from smoke, when with much difficulty Foreman Dobson and his men at great risk to themselves lowered her carefully down the stairway.

Assistant Foreman JOHN J. ENNIS was born in Brooklyn, April 7, 1861. He is a nephew of the present Fire Commissioner and was appointed Jan. 21, 1887. He served as a private in Engine Company No. 9 until June 1, 1891, when he was promoted to the grade of Assistant Foreman and transferred to No. 30. Mr. Ennis is a fine-looking young man, and as a fireman is a valuable acquisition to the Department. He is married and lives on Grand Avenue, near Devoe Street. On Oct. 16, 1891, in jumping from the tender, he received severe injuries to one of his legs.

FRANK VANDERLIN, the engineer, was born in Brooklyn, Jan. 10, 1861. He is married and lives at No. 178 Penn Street. Before his appointment to the force, he served four years and a-half in the United States Navy, serving successively on the following war vessels: "Minnesota," "Wyoming," "Trenton," "Wabash," and the "New Hampshire." On the "Trenton" he made a long cruise to the Mediterranean. He was appointed a fireman Nov. 1, 1883, and did duty with Engine Company Co. 9 until he was transferred to his present company.

EDWARD J. MAY, the driver, was born in Ireland, Nov. 30, 1857; and was appointed April 1, 1885. Prior to the organization of No. 30, he was attached to Engine No. 19 and Hook and Ladder Company No. 2.

JOHN S. GILLESPIE, the driver of the tender, was born in Brooklyn, Dec. 23, 1847.

During the Civil War, he served in the 93d Regiment, N. Y. Vols., and as an ordinary seaman in the United States Navy, and was honorably discharged at the end of three years. Mr. Gillespie was appointed a fireman March 7, 1888, and was assigned to Hook and Ladder Company No. 2, where he remained until transferred to No. 30. He has a family and lives at No. 492 Marcy Avenue.

JOHN W. JENNINGS was born in Brooklyn, March 22, 1863, and was a railroad man up to the time of his appointment, April 1, 1892. He is married and lives at No. 1469 Fulton Avenue.

JAMES J. COLLINS was born in Brooklyn, June 29, 1865. He is a carpenter by trade, and lives at No. 144 North Fifth Street. His appointment dates from April 1, 1892.

JOHN GRAHAM TILLEY was born in Brooklyn, Feb. 3, 1861. He was made a fireman March 19, 1878, and assigned to Engine Company No. 11, where he remained up to the time Engine Company No. 30 was organized. He is a bachelor and lives at No. 209 Ross Street.

PATRICK WHITE was born in Ireland, June 10, 1861. He was an employe of the Brooklyn City Railroad Company when he was appointed a fireman March 31, 1892, and assigned to duty with No. 30. Mr. White is married and lives at No. 110 North Henry Street.

WILLIAM F. ALLEN was born in Providence, R. I., July 6, 1842. He served four years in the army and navy during the Civil War and received an honorable discharge. Subsequently he joined the Volunteer Fire Department, and was attached to "Young America" Hook and Ladder Company No. 3 for four years. He is a member of the Exempt Firemen's Association of the Eastern District. He became a member of the Paid Department on March 14, 1888, and prior to being transferred to No. 30 did active duty with Engine Companies Nos. 16 and 21. At the Waterbury rope works fire, Sept. 23, 1891, he was overcome by the smoke, but recovered a few hours later at the hospital. Mr. Allen is married and lives at No. 154 South Third Street.

JOHN H. JEFFERS was born in New York City. When the war broke out he enlisted in the 56th Regiment, N. Y. Vols., and later joined the 1st Veterans, 2d Battalion, Hawkins Zouaves. As a volunteer fireman he was connected with Eagle Engine No. 6, Lafayette Hook and Ladder No. 2 and Hose No. 6. He became a member of the Paid Department Nov. 20, 1877, but subsequently resigned. He was reappointed, however, on Nov. 1, 1887, and did service with Engine No. 24 and the fireboat "Seth Low." He was injured at the Planet Mills fire in 1889.

HENRY GOTTLOCK was born in the town of Newtown, L. I., on April 30, 1860, and prior to becoming a fireman on July 1, 1892, he had worked for seventeen years at the house-painting trade as foreman.

The company turned out to the first fire after their organization on the morning of July 4, 1891, and between that time and midnight they were called out five times more. On the 13th of the same month they performed several hours' hard duty at a fire at Nos. 191, 193 and 195 Sanford Street, which destroyed a sash and blind factory and some frame tenements and stables. At the Waterbury rope works fire, Sept. 23, 1891, they worked twelve consecutive hours. Their next big fire was at J. W. Lyon & Co.'s rag storage house, Nos. 832 and 834 Kent Avenue, on Oct. 12, 1891. At the Nostrand Avenue tenement house on Nov. 17, 1891, this company was the first due at the scene, and for fourteen hours the men worked like beavers in rescuing the seventy-five or more families who inhabited the big four-story "double-deckers," and by the destruction of which buildings several persons lost their lives and the rest were left homeless and shivering in the streets. On Nov. 24, 1891, made memorable by the water famine in Brooklyn, they turned out on a "special call" to a fire at Van Brunt and Union Streets, after having done active duty at three other fires. On Nov. 25, 1891, they responded to a second-alarm of fire at Hooper's glass works on Maujer Street near Stagg, and they did some effective work on Jan. 7, 1892, at the burning of a row of private houses, sheds and stables, Nos. 797 to 803 Monroe Street; on Jan. 16th, at a large fur factory at No. 538 Park Avenue, where they worked three hours; on Jan. 28th, at the immense bagging factory on Kent Avenue, between South Third and Fourth Streets; and on a "special call" on Feb. 29 they presented themselves at the Smith, Gray & Co.'s fire and remained on active duty for several hours. The company have attended numerous small fires in their immediate district within this period, but owing to their promptness in reaching the scene and their active work afterward the losses in most cases were only trifling.

HOOK AND LADDER COMPANY NO. 2.

Truck No. 2 was organized Sept. 15, 1869. This company came into existence during the last days of the old volunteer service and the initial period of the present Paid Fire Department. John S. Dooley, now deceased, was the first Foreman. The old truck-house was located on Bedford Avenue, near Myrtle Avenue, only two doors from the present headquarters, to which the company moved in February of the present year, upon the completion of its new building. The Foremen down to the present time have been John S. Dooley, George L. Applegate, retired from the Department; Platt Van Cott, the present Foreman of Engine Company No. 2 in South Brooklyn; David Kirkpatrick, the present Foreman of Truck No. 11; Thomas Burns, retired from the Department; and Michael Friel, the present Foreman.

The company has made an enviable record for itself by faithful attention to duty, having done splendid service at all the fires in the district since its organization.



HOOK AND LADDER COMPANY No. 2.

Hugh Reynolds.

Edward S. Smith.

Michael Roach.

Daniel J. Friel.

Owen Smith.

Chas. S. Wiegand.

Hugh Fox.

Daniel J. Rourke.

Chas. H. Bixby,

Asst. Foreman.

Michael Friel,

Foreman.

James S. Friel.

Among the noteworthy conflagrations at which the fire laddies of Truck No. 2 have done hard work are Havemeyer's sugar house fire in Jan., 1881, the burning of the oil works of Sone & Fleming, and the Orphan Asylum fire, in which one of the sisters and several of the children were burned to death. Many gallant rescues have been made by the members of this company. At a fire in Myrtle Avenue, near Spencer Street, in 1871, four persons were taken out of the flames by Foreman Michael Friel and others of this company. The fire started in a scenery painting shop on the ground floor, and before the firemen could get the water turned on the whole building was in flames. A Mrs. Anderson and her little son and daughter were found unconscious on the top floor, and rescued by the firemen at a great risk to their own lives. An adjoining house caught fire and began to blaze. The occupants came running down to the street, when one of the men said that there was a sick boy in the house. Fireman Friel made an effort to get the boy out, wrapping a blanket about him and starting for the stairs. The fire which was coming in from the adjoining building cut off all escape in that way, and it was only by the hardest exertions of Truck No. 2, that the rescuer and rescued were saved from the flames. The gallant fireman's face and neck were terribly burned and for several weeks it was feared that he would die. After he recovered it was learned that the little boy he rescued was suffering from the small-pox. At a fire Oct. 8, 1883, at No. 694 Atlantic Avenue, a Mr. Curry was rescued from the flames by Foreman Platt Van Cott. On Nov. 24, 1883, Fireman Friel was detailed to the Grand Opera House for duty. A fire broke out in the property-room, endangering the lives of 1,600 spectators. After a hard battle the fireman managed to extinguish the flames and for his heroic conduct was given a splendid gold badge. At a fire on DeKalb Avenue in Feb., 1887, a man and wife were rescued from an upper story of a burning tenement house. The scene at the time of the rescue was a thrilling one. The firemen of Truck No. 2 quickly arranged scaling ladders and took the people from the windows of the upper story with the flames bursting out of the burning building above and below them. Two members of Truck No. 2 distinguished themselves at a big flat-house fire on Franklin Avenue, near Myrtle Avenue, in the fall of 1889. The flames broke out in the dry goods store on the ground floor, and shut off all chance of escape by the stairway. Firemen Roach and Friel made an entrance by an upper window and took out a Mrs. Woods, who was lying unconscious in the middle of her room. The woman's mother was caught in the flames and burned to death.

The new house of Truck No. 2 is one of the finest belonging to the Fire Department of Brooklyn. It is a handsome two-story brick structure, twenty-two feet front and extending back ninety-two feet, with a six-foot yard in the rear. It is fitted with every modern appliance for fire-fighting, and with every convenience that the members of the company could desire. In equipment it is one of the finest truck-houses in the

country. The inside walls on the lower floor are of Peerless white brick, giving a very neat appearance to the room. The floor is of concrete. One of the improvements made in the new building was in providing separate rooms for the Foreman and Assistant Foreman, instead of berthing them with the firemen in the main room. They have a Hayes patent extension-ladder seventy-two feet in length, the intersection being 40 feet and the inner section 32 feet. They can also make 50-foot extension-ladders, and have others of 30, 22, 18, 16 and 12 feet. The two horses, "Dan" and "Pete," are splendid animals and are great favorites with the men. Housed so handsomely, with every convenience for living in the house and every facility for their work, the members of the company appreciate the fact that their surroundings go as far as possible to perfect their efficiency, and give them a standard to "live up to."

Foreman MICHAEL FRIEL was born in Brooklyn, March 8, 1847. He was appointed Oct. 11, 1871, and assigned to Truck No. 2 for duty. Nearly all of his service has been with this company, although he was for a time Foreman of Engine No. 17. He was made a driver in 1876, and ten years later, on Aug. 6, 1886, was promoted to the grade of Foreman. He served during the war in both the volunteer army and navy.

CHARLES H. BIXBY, the Assistant Foreman, is also a Brooklyn man, born in the Fifteenth Ward, Aug. 27, 1854. Appointed to the service Feb. 7, 1879, he was detailed to duty with Engine No. 17, and later came to Truck No. 2. He was promoted to be Assistant Foreman March 1, 1887.

* CHARLES T. WIEGAND is one of the two oldest members of the company, having been appointed Sept. 15, 1869. He has been a member of the company ever since its organization. Wiegand was born in New York City, Oct. 12, 1834. During all his years of service his record has been good and never has he had to appear before the Commissioners to answer to charges of any kind.

HUGH REYNOLDS, the driver, was born in Ireland, March 14, 1845. He entered the service March 3, 1880, and has spent nearly twelve years with Truck No. 2.

DANIEL FRIEL was appointed Feb. 7, 1876, and re-appointed Jan. 1, 1883, and has served sixteen years in this company. He was born in New City in 1846, and has been in both the army and navy.

MICHAEL ROACH has been a fireman and popular member of Truck No. 2 for five years. He was born in Ireland, June 24, 1853, and was appointed January 24, 1887, after having passed with a high percentage the civil service examination. He was assigned to the company he has since been on duty with and has proven himself a valuable and efficient member of the Department. One daring rescue made by Fireman Roach at great risk to his own life is told of yet by members of the company. It was a stormy night in the fall of 1889, when Truck No. 2 was called out to a big flat-house

* Died July 27, 1892.

fire on Franklin Avenue, near Myrtle. The engines soon had several streams of water on the flames, but it was evident that the buildings could not be saved. The fire had started on the ground floor and the flames were spreading through all parts of the building, breaking out from the windows and through the floors. The firemen had got their extension-ladder to an upper window and the Foreman called for two men to attempt the rescue of the people on the upper story of the building. Firemen Roach and a companion responded, and without a word about the risk they were running mounted to the burning upper story. In the middle room they found an unconscious woman partially suffocated by smoke. They attempted to make an exit by the stairs but the flames cut off all escape in that way. Blinded and almost suffocated themselves, they made their way to the roof, from which all three were lowered to the ground. They had hardly escaped before the floors of the building caved in and the side walls toppled into the ruins. The woman rescued was a Mrs. Woods, and her mother who had been in the adjoining room was burned to death before the firemen could reach her.

RICHARD C. LAMB is one of the oldest members of Truck No. 2 and but few men in the Brooklyn Department are senior to him in the number of years of service or age. Since Sept. 15, 1869, he has been working as a Brooklyn fireman, and when the old Volunteer Department went out of existence he became a paid fireman in the new Department. He has made a splendid record as a faithful fireman and this is shown by the fact that for over twenty-three years Lamb has remained a member of Truck No. 2, without a single charge being made against him. He was born in Vermont on March 8, 1834. He is a navy veteran and served under Commodore Upshur in the Atlantic blockading squadron. As a fire-fighter he has made a record and at every big conflagration Brooklyn has suffered during the past quarter of a century he has been present and worked hard to save life and property. Lamb became disabled several years ago at a fire and for some time his life hung in the balance. When he recovered from the effects of his injuries he was detailed by the Commissioner to special duty in the Telegraph Bureau of the Department. He has become an expert electrician during his service on this work.

JOHN FITZSIMONS has made a record as a life-saver and a brave fireman during his seven years' service in the Fire Department of Brooklyn. He was born in East Brooklyn, Sept. 29, 1849, and received a good education in the public schools of this city. During his early manhood days he was employed in a large mercantile house in New York, but on April 1, 1885, he passed the necessary examination and was appointed a fireman and assigned to Engine Company No. 14, at Herkimer Street, near New York Avenue. His transfer to Truck No. 2 occurred after three years of service. As fireman of Truck No. 2 Fitzsimons has assisted in the rescue of over ten people. His

calm self-possession in the time of danger has made him one of the admired brave firemen of the company. At the large fire which occurred in the fall of 1890 in an apartment house on Myrtle Avenue he aided two of his companions in the rescue of two people.

JAMES H. FLYNN, JR., the most recently appointed member of the company, was born in Brooklyn, July 28, 1869, and became a fireman on July 1, 1892.



JAMES MCGUIRE, District Engineer Fifth District.

CHAPTER XII.

COMPANIES OF THE FIFTH DISTRICT.

DISTRICT ENGINEER JAMES MCGUIRE.

THE FIFTH DISTRICT IN OLD WILLIAMSBURG—EX-DISTRICT ENGINEER GEORGE A. FROST—EVERYBODY'S FRIEND—DISTRICT ENGINEER JAMES MCGUIRE—A POSITION WON BY MERIT—ENGINE COMPANY NO. 11—ON HAND AT ALL GREAT E. D. FIRES—ENGINE COMPANY NO. 16—TWENTY YEARS OF HARD WORK—ENGINE COMPANY NO. 21—SEVEN YEARS WITHOUT AN ACCIDENT—HOOK AND LADDER COMPANY NO. 4—FIGHTERS OF OIL FIRES.



WITHIN the limits of the Fifth District is included what may be regarded as the heart of the Eastern District of Brooklyn—the Williamsburg that once was an independent city, having expectations of a future distinct from that of the more extensive neighbor that has since annexed it, under the Consolidation Act of 1855. The business and residential centre of this thriving section of Brooklyn lies within the boundaries of the Fifth District. The district adjoins the Fourth on the north and comprises all that lies between the water-front from the Navy Yard to Grand Street, Flushing Avenue, Graham Avenue and Grand Street. It includes also all the Navy Yard itself. Of its four engine-companies three are congregated within a few blocks of the water-front and of Broadway, while the fourth is located in the remoter portion of the district in the Sixteenth Ward. The buildings here comprise all the varieties that go to make up a city, representing as they do the full development of the nucleus of the original Williamsburg.

In the death of the late George A. Frost, District Engineer commanding the Fifth District, the Department lost an efficient officer and its members a valued friend. Mr. Frost's first experience as a fireman was with No. 1, of Bushwick, in which place he was born, in 1834. When Williamsburg and Bushwick were consolidated with Brooklyn, this company became Friendship No. 1, of the E. D., and soon after its organization Mr. Frost became its Foreman. Later he served four years as assistant engineer, and, being engaged in the butcher business, used his butcher cart to convey him to fires. Ill health caused him to serve as bell-ringer, from 1864 to the 1869 reorganization, when he was made driver of No. 11, of which company he became, eighteen months later, the Foreman. In 1872 he was appointed District Engineer. Failing health had prevented his performing duty for a year previous to his death, and he was contemplating retirement. His funeral was attended by ten Foremen, ten Assistant Foremen, with a detail of 100 men; Commissioner Ennis, Deputy Commissioner Moore, Inspector Cassin, Ex-Chief Smith, of Brooklyn, and Ex-Chief Bates, of New York. Mr. Frost was fond of sport, and was a member of the "Undine" club, whose club-house is at Rockaway Beach.

DISTRICT ENGINEER JAMES MCGUIRE.

Among the recent appointments of District Engineers, on July 18, 1892, one of the most popular was that of James McGuire, who, as Foreman of Engine Company No. 11, had been Acting District Engineer since the death of George A. Frost, his predecessor. Mr. McGuire came out of his examination for promotion with a percentage of 78, and showed in every way that during his temporary incumbency the command of the district had been in the right hands. Not only was he skilful, but he was one of the bravest of the brave, and, although his service had won him no life-saving medal, not a man in No. 11 will forget how he took his life in his hands to save one of his own men from impending death. On the night of Feb. 5, 1890, a fire broke out in the American cocoa-matting factory, which occupied the block between Spencer and Walworth Streets. Firemen Charles E. Brown and William McCleary were sent in on the ground floor of the building with the hose. The smoke was dense and they had not been in the building long before they found communication with the street cut off. They felt that the smoke was overcoming them and Brown, getting down on his hands and knees, followed the line of hose to the entrance, where he fell exhausted. His face and hands were badly burned. Foreman McGuire went into the building to look for McCleary, who, in the meantime, had become bewildered in trying to grope his way out, and, instead of going to the front of the house, had worked his way back to the windows in the rear. They were covered with heavy wire netting, and, while trying to break it, he fell exhausted. Foreman McGuire had not proceeded far



GEORGE A. FRCST, Deceased, Late District Engineer Fifth District.

into the burning factory when he was driven back to the street. He tried it a second time with no better success. "I will bring McCleary out or die with him," said the heroic man, as he dashed into the building the third time. It was a perilous undertaking, but Foreman McGuire never flinched from what he believed to be his duty, and when his men had given up all hope of seeing him alive again, he struggled out of the doorway, bearing McCleary, whose hands and arms were terribly scorched by the flames. District Engineer McGuire was born in this city, on March 12, 1838. He is married and lives with his family at No. 234 Hewes Street, and, prior to becoming a fireman, served in the navy. He was appointed a fireman on Dec. 21, 1872, and was assigned to duty with Engine No. 15. In May, 1874, he was promoted to the grade of Foreman and assigned to Hook and Ladder Company No. 6, and on July 23, 1877, was transferred to his last company command, Engine No. 11. His experience as Acting District Engineer prepared him admirably for the discharge of the duties of the position with the full official responsibility he now carries so well and so satisfactorily.

ENGINE COMPANY NO. 11.

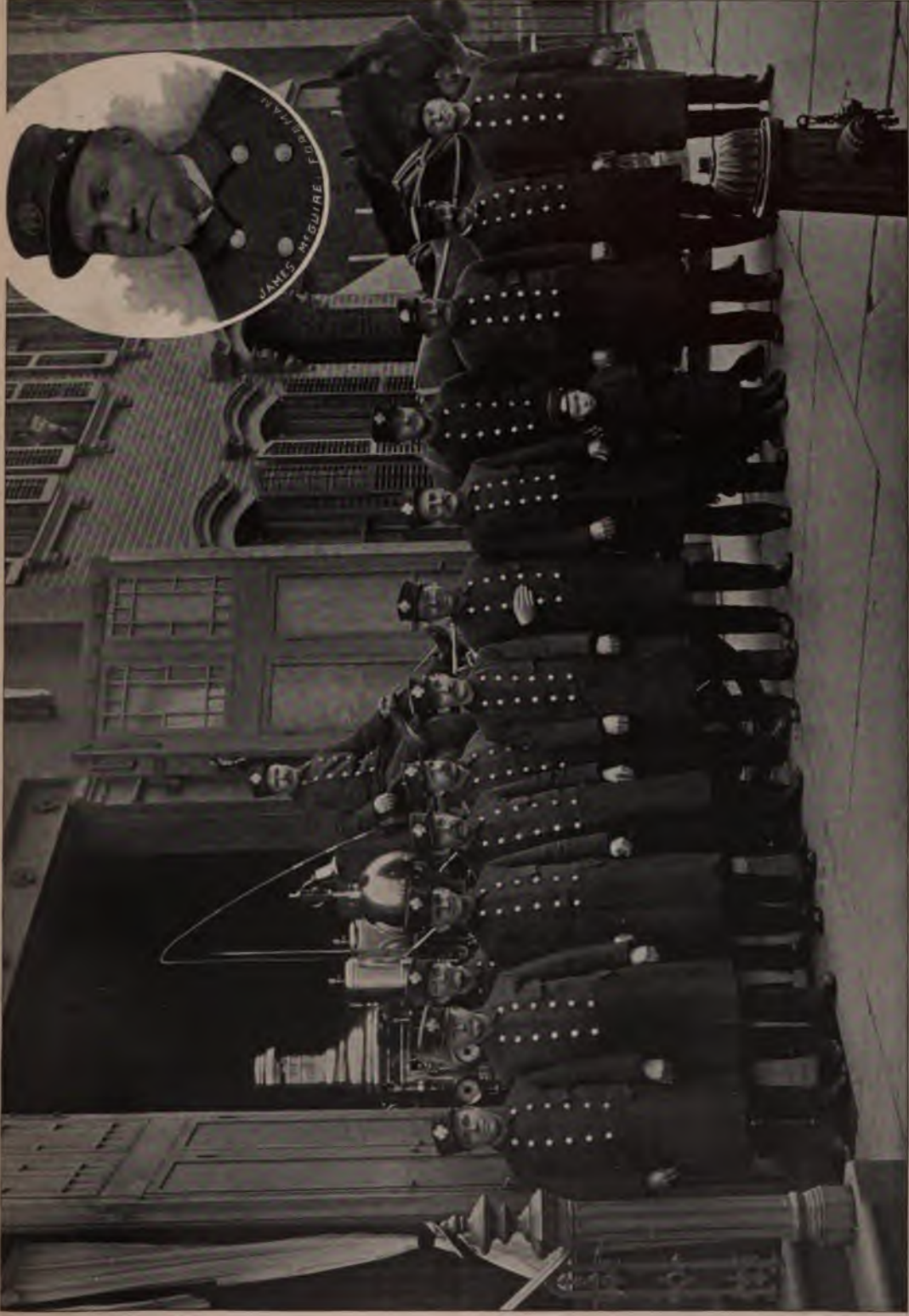
Engine Company No. 11 was organized on Sept. 15, 1869, and is quartered in a brick house with brownstone trimmings on Clymer Street, near Bedford Avenue.

Prior to the organization of the uniformed force, Victory Engine Company No. 13, of the Volunteer Department, had their quarters on the site of the present building, and after the disbandment of that company, and upon the formation of Engine Company No. 11, the latter occupied the old house up to the year 1888, when the present engine-house was erected. The apparatus of this company consists of a second-class Amoskeag engine, and a four-wheeled tender. The engine horses are both fine, large bays, and their driver calls them "Bill" and "Sam." The team for the tender consists of a black horse, "Mike," who is extremely docile and a very steady worker. His mate is "Charlie," a large, fine-looking dapple-gray, who is very frisky, but not at all vicious. While resisting the shoeing process in December, 1890, he dislocated the right arm and shoulder of Driver William M. O'Brien, who was using his best efforts to quiet the animal. "Charlie" is also credited with having kicked Fireman James Sylvester Pryor and breaking his knee cap in November last, but the verdict of the company declared it to be a case of "accidental kicking." Pryor is still on the sick list. There is another stall in the engine-house, occupied by a little black horse called "Jim," who was a great favorite of the late District Engineer George A. Frost, and the horse seems to miss him as much as do the men with whom Mr. Frost was daily associated.

As to the men who compose the company, they are as brave a lot as the Fire Department of Brooklyn can boast. They respond to calls from 81 boxes on a first-alarm, and 82 additional on a second-alarm.

Among the buildings of note in the Eastern District over which the company have to keep strict surveillance are the Amphion, Lee Avenue Academy, the Novelty and the Bedford Avenue theatres, and the Grand Museum, Christ P. E. church; the First Reformed church, St. John's M. E. church, the Ross Street Presbyterian church, St. Peter's and St. Paul's Roman Catholic church, the R. C. Church of the Transfiguration, the Lee Avenue Congregational church, and the First Baptist church. Within the boundaries of their district also are eight public schools, Nos. 16, 17, 19, 33, 37, 38, 48 and 50. Besides these, there are many places of business, some of them from seven to ten stories in height. Among the latter are Pratt's oil works, and the sugar refineries of Havemeyer & Company, Brooklyn Sugar Refining Company, De Castro & Donner, Moeller & Sierck, and J. A. Mullenhauer. The district includes also the Wallabout Market, Grand Bazaar, American Cocoa-matting Company, Smith & Gray's clothing house, Birch's paint works, Cross & Austin's lumber yard, Healy's iron works, Paul Wiedman's brewery and Dunlap's hat factory.

At all the great fires in the Eastern District, at which property has been destroyed in amounts ranging from \$100,000 to \$1,000,000, the boys of No. 11 have taken a very active part. Some of the larger fires at which the company has worked are those in the Heckler Iron Works, a block of flat-houses on Nostrand Avenue, Church's soda water factory, Dick & Meyer's sugar works, the Commercial Street sugar works, Wiedman's cooperage, Palmer's cooperage, Waterbury rope walk, Pratt's oil works, Dunlap's hat factory, the Planet Mills, the fire on Court Street during the water famine, Hyde & Behman's theatre, the American Cocoa-matting Company, Sone & Fleming's oil works, at which two firemen were burned to death; Jennings's oil works, Wallabout Market; a fire at the foot of Clymer Street, at which several hay barges were burned; the Delmonico Place fire, at which a woman and child were burned to death; Mason's furniture factory, the Adelphi Academy, the Marine Hospital, Kennedy's machine shop, the lubricating oil works on Steuben Street; and the fire at Pierrepont stores, at which three ships, two lighters and several hundred feet of wharfage were destroyed, and several firemen were overcome with the fumes of burning jute butts. The company members particularly remember the fire at Lewis' mat factory at Lorimer and McKibben Streets on the day of the blizzard of 1888, for they went to the fire with the engine on runners, and one of the horses was stuck in a snow-drift, and died soon after from the effects of the exposure. They remember, too, the fire at the Bushwick car stables in which 100 horses were suffocated or burned to death. They call to memory with feelings of sadness the Herseman bakery fire at Power's Street and Graham Avenue on June 23, 1884, at which Jonathan Tyack, Acting-Foreman of Hook and Ladder Company No. 6, and George W. Haight of Engine Company No. 15, were killed by falling walls; and they also vividly recall the terrible loss of life occasioned by



ENGINE COMPANY No. 11.

Thomas Boland.

Samuel Madole.

Chas. E. Brown.

Michael J. McGinn.

Wm. F. Canning.

Philip Wischerth.

Henry Paul.

John S. Carnsey.

Wm. O'Brien.

John Scriffier.

Chas. Heath.

Alfred E. Grundman.

Polar Cartwright.

Jas. Maguire.

Diat. Eng'r.

Asst. Foreman.

Late Foreman.

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LIBRARY
NO
1885.

the fire at St. John's Orphan Asylum, in the winter of 1883-4. The last big fire to which they responded on a special call was that in the Smith, Gray & Company building at the junction of Fulton Street and Flatbush Avenue.

Assistant Foreman PETER WILLIAM CARTWRIGHT was born in County Kildare, Ireland, on March 31, 1844. He served five years in the Volunteer Fire Department with "Northern Liberties," Engine No. 5, and on Aug. 1, 1870, was appointed to the uniformed force and assigned to Hook and Ladder No. 6. He remained with this company for a few weeks only and was then transferred to Engine No. 12, where he remained for nineteen years. On July 1, 1889, he was promoted to the grade of Assistant Foreman and assigned to duty with Engine No. 11, where he has since remained. Mr. Cartwright was in charge of Engine No. 12, during the fire at Donald's oil works on Sept. 15, 1882, when Charles Keegan, a member of the company, was burned to death. While responding to an alarm of fire on June 23, 1890, the engine struck an iron column of the Elevated Railroad at Johnson Avenue and Broadway and Mr. Cartwright was thrown off and had his collar-bone broken. Mr. Cartwright is married and lives with his family at No. 104 North Ninth Street.

Engineer ALFRED ELY GRUNDMAN was born in New York City, on Dec. 14, 1838. He was an engineer in the Volunteer Department from 1857 till 1869, when he became a member of the uniformed force and was assigned to duty with the company to which he is now attached. He is temporarily detailed to the Repair-shops.

Assistant Engineer PHILIP WISCHERTH was born in New York City on Feb. 17, 1859. He is single, and lives at No. 12 Locust Street. He was appointed on Jan. 30, 1882, and assigned to Engine No. 12, where he remained for one year, and was then transferred to Engine No. 11. From this company he was transferred to Engine No. 21, and after two years' service with that company, was sent back to No. 11. While responding to an alarm of fire in 1884, the tender on which he was riding broke down and he had his leg badly injured.

CHARLES E. BROWN was born in Calais, Maine, on April 18, 1854. He is married, and lives at No. 247 Lee Avenue. In his younger days he went on a whaling voyage. For seven years he served in the merchant marine service, and also served as a seaman in the navy on the "Yantic" and "Nipsic." He became a fireman on Jan. 1, 1887, and was assigned to No. 11. He was for short periods attached to Engine No. 13 and Hook and Ladder No. 6. Mr. Brown had a terrible experience on Feb. 5, 1890 at the burning of the American cocoa-matting factory on Walworth Street, from which building he escaped after being nearly suffocated and having his hands, arms and face badly burned.

WILLIAM MCCLEARY, whose life was saved by the heroic efforts of Foreman McGuire at the American cocoa-matting fire, was born in this city on Jan. 30, 1858. He is married and lives at No. 163 Lee Avenue. He was appointed on April 1, 1885,

and assigned to Engine No. 11, where he did active duty until the time of the fire. His hands were so badly burned at that time that he can no longer do active duty work, and he is now detailed to duty at the Bell Tower, at North First Street and Bedford Avenue.

Driver WILLIAM M. O'BRIEN was born in Williamsburg on Dec. 27, 1841. From May 19, 1862, till April 23, 1865, he served in the United States Navy on board the war-vessels "Adirondack" and "Memphis." He was appointed a fireman on Sept. 15, 1869, and on Dec. 21, 1871, was promoted to the grade of driver and assigned to the company he is now attached to. He had his right arm and shoulder dislocated by one of the tender horses on Dec. 29, 1890, and still feels the effects of the injury. Mr. O'Brien rescued Mrs. Jane Taylor from the top floor of No. 363 South First Street in April, 1887. Mr. O'Brien's home was nearly opposite the house in which Mrs. Taylor lived. He was looking out of his window, and saw flames coming out of the window of Mrs. Taylor's room. He seized his heavy overcoat, rushed across the street, burst open the door of the woman's room and found her enveloped in flames and unconscious. He threw his coat about her and smothered the flames, and in doing so scorched his hands and arms. Mrs. Taylor was taken to the hospital, where she afterward died from her injuries. Mr. O'Brien is an old volunteer fireman and was attached to Protection Engine No. 2. He is married and lives at No. 350 South First Street.

JAMES SYLVESTER PRYOR was born in the Fourteenth Ward on May 9, 1855. He was appointed on Feb. 17, 1887, and assigned to Engine Company No. 17, where he remained one month and was then transferred to Engine Company No. 11. While acting as driver of the steamer on Nov. 29 last he had his knee cap broken by a kick from one of the tender horses, which disabled him for many months.

SAMUEL H. MADOLE was born in Williamsburg, on Dec. 19, 1841. He saw active service with the 84th N. Y. Volunteers in the late war, and was disabled at the building of Fort Cass on Arlington Heights. On his return from the army he joined the Volunteer Fire Department. He was appointed to the uniformed force on April 20, 1878, and since that time has done service with Engine Companies Nos. 16, 22, and 11. While doing active duty at a fire in Kennedy's machine-shop at North Third Street and Kent Avenue, he fell down an open hatch into the sub-cellar and received severe injuries to his arms and back. While going to another fire the tender broke down and his spine was injured. Later he was thrown from the back of one of the fire horses and had his head injured. During the large fire at Watson's stores he was overcome with smoke from the burning jute butts and was laid up for several days in the Brooklyn Hospital. Mr. Madole is a widower, and has a grown up son and daughter with whom he resides at No. 208 Rodney Street.

ISAAC BROWER GEISCHARD was born in this city, Dec. 22, 1838. He served his

country in the Civil War for one hundred days with Company H. 13th Regiment, N. G. S. N. Y., and subsequently served six years with Washington Engine No. 1 of the Volunteer Department. He received his appointment as fireman on April 23, 1872, and has since done duty with Engine No. 11. He is the stoker of the engine.

HENRY J. PAUL was born in England on Nov. 11, 1836, and was appointed a fireman on Aug. 3, 1875. He has done active service with Engine Companies Nos. 16 and 11, and, being a mason by trade, is now detailed at Fire Headquarters to make such repairs in the engine-houses as are needed in his line.

JOHN STRIFFLER was appointed on March 23, 1891 and assigned to Engine No. 21. In February, 1892 he was detailed to Engine Company No. 11, where he has since shown himself to be a courageous, efficient member of the force. At the Nostrand Avenue flat-house fire in December, 1891, Mr. Striffler with the assistance of Fireman Richard Brown rescued District Engineer Fanning when he fell through the roof. He was born in New York City, on Oct. 9, 1865, is a married man and lives at No. 154 Varet Street.

PATRICK J. MEAGHER was born in Brooklyn on Sept. 23, 1863. Prior to his appointment to the uniformed force, on July 1, 1892, he was a driver for C. H. Reynolds.

ENGINE COMPANY NO. 16.

Engine Company No. 16 occupies a house that was built nearly forty years ago. It was first used as the quarters of Bucket Company No. 6, of the Volunteer Department, which some years later was merged into Eagle Engine Company No. 6, the latter company eventually being reorganized as Hose No. 6. The house is in a dilapidated condition, the sleeping apartment of the men being the best part of it. The interior arrangement of the house is different from that of any other company in the Department, in that the horses' stalls are in the front of the house instead of the rear. The team, "Bill," a very intelligent black horse, and "Jim," a dark bay, stand on either side of the engine, while "Joe," the tender horse, has a stall right along side of the two-wheeler. The company was organized in Sept., 1872, and by actual showing are called on to do more active duty than any company in the Department. In 1891 the total number of runs was 216, while up to June, 1892, they had responded to alarms from 106 boxes. They are quick workers, their average time in getting out of the house after the signal being five seconds. They are located in a very dangerous district for fires, there being two houses on each lot, most of them frame tenements three and four stories in height, and any number of large manufactories and other buildings in which are stored materials which make hot work when once the flames get a foothold. The district covered by this company on a first-alarm is bounded on the north by North

Second Street, and Union Avenue; on the east by the Second bridge of Newtown Creek; on the south by Park and Nostrand Avenue and on the west by South Eleventh and Berry Streets. There are 84 boxes within these boundaries. On a second-alarm they respond to calls from 188 boxes, which takes them anywhere from Classon Avenue to Hunter's Point Bridge.

In their own district are Ketcham's tin factory, Schulz's bakeries, McKee's refrigerator factory, Greenfield's candy factory, Fallart's brewery, Williamsburg Brewing Company, Metropolitan Brewing Company, Otto Huber's brewery, Abbott's brewery, Burger's brewery, Sietz's brewery, New York and Brooklyn ale brewery, Och's brewery, St. Catherine's Hospital, Kalbfleish's chemical works, Benzer's chemical works, Brookfield's glass works, Huber's glass works, Herseman's bakery, Worn's furniture factory, Thomas' shoe factory, an electric light plant, Bossett's moulding mills, Hardy & Voorhis' moulding mills, Reynolds' coal and wood yards, Waterbury rope-walk, Wall's rope-walk, Och's moulding mill, Peter Cooper's glue factory, Valentine's varnish works, Dunlap's and several other large hat factories, Lewis' wood matting factory, Laurence rope-walk, Cable Wire Works, Harvey & Pease's saw factory, silk weaving mills, Smith's shoe factory, Klot's lime, brick, coal and lumber yards, the Lyceum theatre, eleven public schools, Nos. 18, 19, 21, 23, 23, 36, 43, 49, 50, 69 and 71, German Lutheran church, South Third Street Methodist, Union Avenue Baptist, Zion African E. church, Old Bushwick Dutch Reformed, St. Mary's Roman Catholic, Holy Trinity, St. Nicholas Roman Catholic, and the Church of the Transfiguration.

Foreman THOMAS CLEARY was born in Dublin, Ireland, Aug. 24, 1856, and was educated in that city. At the age of fourteen he came to this country and worked at whatever his hands found to do until he was old enough to become a railroad man. At this he continued until he was appointed a member of the Fire Department on Jan. 12, 1882. He was then assigned to Engine No. 17, transferred to Engine No. 13, then to Engine No. 12, and while a member of the latter was promoted to the grade of Assistant Foreman on March 1, 1887. On June 1, 1891, he was advanced to the grade of Foreman and placed in command of Engine No. 29 and afterward of this company. In August, 1891, Mr. Cleary assisted in the rescue of three persons who were found unconscious on the top floor of a bakeshop and dwelling on Meeker Avenue. Although he has been in many perilous positions since he became a fireman he has fortunately escaped without injury.

Assistant Foreman JOHN O'BRIEN, like every man connected with the company, has seen some hard service to which at times great peril was attached. He is one of the fortunate ones who in his fourteen years' connection with the Department has escaped being injured. Mr. O'Brien was born in Brooklyn on Dec. 25, 1848, and was appointed to the uniformed force on Jan. 1, 1878. His first duty was with Engine No.



ENGINE COMPANY No. 16.

Wm. C. Bonner.

Philip Bailey.

Andrew Taylor.

John Hineson.

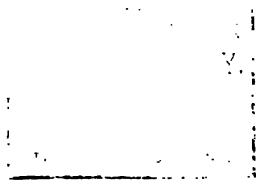
Joseph Briccoe.

Thos. J. Flaherty.

Thos. Boland.

Wm. H. McCort.

John O'Brien, Thos. Cleary,
Asst. Foreman, Foreman.



13. After his transfer to Engine No. 16 and on Feb. 11, 1890, he was promoted to the grade of Assistant Foreman and sent to Hook and Ladder Company No. 8, from which company he was transferred to this company in 1891.

Driver WILLIAM C. BONNER was born in New York City, on Sept. 20, 1854, and his appointment to the Brooklyn Fire Department dates from Sept. 1, 1885. Since that time he has done duty with Hook and Ladder Company No. 6 and Engines Nos. 11, 18 and 16. At a fire in a dwelling-house on South Third Street, he was sent through the house to open it up. On the top floor he stumbled over a woman who had been overcome by the smoke and unaided carried her down a ladder to the street, where she was brought back to consciousness.

Engineer ANDREW TAYLOR was born in Birmingham, England, on Nov. 2, 1844. He was an engineer in the Brooklyn Volunteer Department from 1865 till 1869 and was attached to Neptune Engine Company No. 7. He was appointed to the new Department on Sept. 15, 1869, and was the first engineer of Engine No. 13, from which company he was transferred to this at the time of its organization.

PHILIP ANDREW BAILEY was born in Brooklyn, on Sept. 16, 1858, and became a member of the uniformed force on Dec. 15, 1885. He did his first fire duty with Engine Company No. 15 and was transferred to Engine No. 24 at the time of its organization. He was afterward transferred to Hook and Ladder Company No. 4 and from that company to Engine No. 16. In 1888 at a fire in a desk factory on Hopkins Street, Mr. Bailey with Fireman Madole was left on the third floor of the building with the pipe. The smoke was so dense that the two men could not stand it longer and they began to grope their way along to find the staircase. Madole crawled along the floor and after reaching the stairs lost consciousness and rolled down. Bailey followed the line of hose and as he was crawling came in contact with a member of Engine No. 9 who was lying across the hose unconscious. Fireman Bailey, although nearly exhausted himself, rolled his unconscious comrade along the floor ahead of him to the stairway and that was the last he remembered until he was picked up with the other two men at the foot of the stairs by members of his own company who had come into the building to relieve them. In 1890 at the white lead factory fire on South Third Street, Fireman Bailey was standing on a ladder holding the pipe in one of the windows of the top story. Suddenly the flames burst out from the windows of the floor below him and enveloped his feet and legs. He was badly burned and was laid up for a long time.

Stoker JOSEPH BRISCOE was born in Brooklyn, on July 10, 1846. He served in the United States Navy on board the "Savannah" during the war, and was in the Volunteer Fire Department for five years as a member of Northern Liberties Engine No. 5. He was appointed a member of the uniformed force on Sept. 20, 1872, and has done duty in Engine Companies Nos. 12, 15 and 16 and Hook and Ladder No. 4.

WILLIAM HENRY MCCORT was born in New York City, on March 24, 1852. He has been a member of the Brooklyn Fire Department since Feb. 17, 1887, and during that time has been connected with Engines Nos. 11, 16 and 18. During the fire in the flats on Nostrand Avenue he found a kitten in a burning building and tenderly carried it to the street. At Palmer's cooperage fire on May 29, 1887, he was about to step from a 35-foot ladder onto the roof with a line of hose on his shoulder when he went over the side of the ladder and fell three stories to the ground. His left arm was broken, his hip was dislocated and he was otherwise so badly injured that he was not able to perform active duty for seven months.

JOHN HINESON, besides being a very efficient member of the present Fire Department, is a veteran of the Volunteer Department and also of the late war. He was born in the town of Mill Creek, Penn., on Aug. 25, 1856. During the war he was a member of the 56th N. Y. Volunteers. As a volunteer fireman he ran with Red Jacket No. 1, formerly Red Jacket No. 10. He was appointed to the uniformed force on June 5, 1880, and assigned to duty with this company. From April, 1886, till November, 1890, he was detailed as bell-ringer in the Fourteenth Ward tower.

THOMAS JOSEPH FLAHERTY was born in Bath, Maine, on Sept. 15, 1849, and has been connected with the Brooklyn Department since Dec. 30, 1878, during which time he has seen some hard service with Engines Nos. 6, 11, 22 and 16. In the dark early morning of a bitter cold day in December, 1885, he was precipitated down a half-burned hatchway to the cellar of a factory at South Eighth Street and Kent Avenue. When he was picked up by his comrades he was believed to be dead, but on his arrival at the hospital it was found that his injuries were confined to the back and that no bones had been broken. It was six months before Mr. Flaherty was able to go out and he was then detailed to the Fourteenth Ward tower as bell-ringer, where he remained for about three years.

THOMAS BOLAND was born in Brooklyn on March 11, 1866, and he has been a fireman since July 20, 1890. He did his first fire duty with Engine Company No. 20, and was transferred from that company to this in 1891. Mr Boland, although but two years in the service, has proved himself to be a valuable acquisition to the force.

ABRAM L. TURNER was born in Middletown, Orange County, N. Y., on Nov. 27, 1866. He was following the occupation of saw-making when he received his appointment to the Department on July 1, 1892.

There is another member of this company who performs duty but whose name does not appear on the pay-roll at Headquarters. She is known as "Topsy," and is as black as the ace of spades. Nine years ago Fireman Hineson brought "Topsy," then a kitten, into No. 16's house, and there she has remained ever since. She is a very intelligent cat, and the men say she is worth her weight in gold as a ratter.



ENGINE COMPANY No. 21.

- | | | | |
|------------------|--------------------|------------------|-------------------------------|
| Jas. T. Gestons, | Napoleon Ducharme, | John S. Carney, | Thomas F. Kain, |
| Chris. S. Leavy, | Rich. H. Brown, | John Striffler, | David J. Ryan, |
| | | Geo. M. Willels, | John A. Travis, |
| | | John A. Travis, | Wm. McCarthy, |
| | | Asst. Foreman, | Dist. Engineer, late Foreman. |

1871

In a list of big fires at which this company have performed many hours of hard labor are the Havemeyer sugar house, Dick & Meyer's sugar house, the Commercial Street sugar house, Pratt's oil works (three times), Kingsland Avenue oil works (three times), Knickerbocker ice stables, Herseman's bakery, Church's soda works, Palmer's cooperage, (twice), Heckler Iron Works, (twice), Nostrand Avenue flat-houses, Harbeck stores, Watson's stores, Ovington Brothers' crockery store, Hamburg Avenue flat-houses, the Delmonico Place dwellings, color works on Tenth and Eleventh Streets, Hubert's glass house, Wallabout Market (twice), Waterbury rope-walk, Wall's rope-walk, Kalbfleisch's chemical works, Reubert's moulding mill, Solon's moulding mill, Remsen's carriage factory, Warner Institute, also St. John's Home, and the Home of the Little Sisters of the Poor.

ENGINE COMPANY NO. 21.

Engine Company No. 21 was organized on June 16, 1885. Its home is in South Second Street near Bedford Avenue, and a very comfortable place it is. There are three equine members of the company, and their names are "Tip," "Bill" and "George," and they furnish the power for transporting the engine and two-wheeled tender to and from fires. There is also a feline member whose name is "Jumbo," but so far as the size of the animal is concerned there is nothing to warrant the name. The district covered by this company on a first-alarm is bounded by Bushwick Creek, Union Avenue, Broadway and the East River. In it there are seventy-seven boxes, and the company responds to calls from ninety-nine additional boxes on a second-alarm. Important buildings in the district are the large sugar houses along Kent Avenue extending back to the river-front, Palmer's cooperage, Pratt's oil works, Hinds and Ketcham's electrotyping establishment, Central Stamping Company, Electric Light Works, Industrial School, Public Schools Nos. 37, 17, 19; Primary School No. 2, and the branch of No. 19, Homœopathic Hospital, Eastern District Hospital, Eye and Ear Infirmary, the Novelty, Grand, Bedford, Amphion and Lee Avenue theatres, Christ Episcopal church, St. Paul's Episcopal church, St. Mark's Episcopal church, St. Peter's and Paul's Roman Catholic church, Bedford Avenue M. E. church, African M. E. church, Dr. Well's Presbyterian church, and two Lutheran churches.

Assistant Foreman JOHN A. TRAVIS was born in Brooklyn on July 15, 1853, was made a fireman on March 2, 1885, and advanced to the rank of Assistant Foreman July 1, 1891.

Engineer GEORGE M. WILLETS was born in Brooklyn in 1854, and became a member of the uniformed force on Jan. 24, 1887.

Driver THOMAS F. MAIN was born in New York on Oct. 4, 1858; he became a fireman Jan. 12, 1882, and was promoted to driver on June 16, 1885.

WILLIAM THOMAS SYLVESTER CANNING was born in Brooklyn on New Year's Day, 1661, and he has been a member of the Brooklyn Department since April 2, 1885.

FRANCIS SMITH JOSEPH O'BRIEN was born in Brooklyn on Oct. 30, 1849, and he has been a fireman since Sept. 15, 1876.

JOHN SYLVESTER CARNEY is a native of Brooklyn, and was born Feb. 10, 1854. He was appointed Jan. 30, 1882.

CHRISTOPHER S. LEAVY was born in New York on Sept. 7, 1843, and his connection with the Fire Department began on May 4, 1871.

DAVID J. RYAN is a Brooklynite, and he was born on Dec. 25, 1862. He has been a member of Engine No. 21 since he was appointed on Dec. 14, 1885.

JAMES THOMAS GEATONS was born on Feb. 9, 1866, in Brooklyn, and has been a fireman since Aug. 1, 1889.

RICHARD HAROLD BROWN was also born in Brooklyn, Nov. 20, 1867. He is comparatively a new man in the business, having been appointed on Aug. 11, 1891.

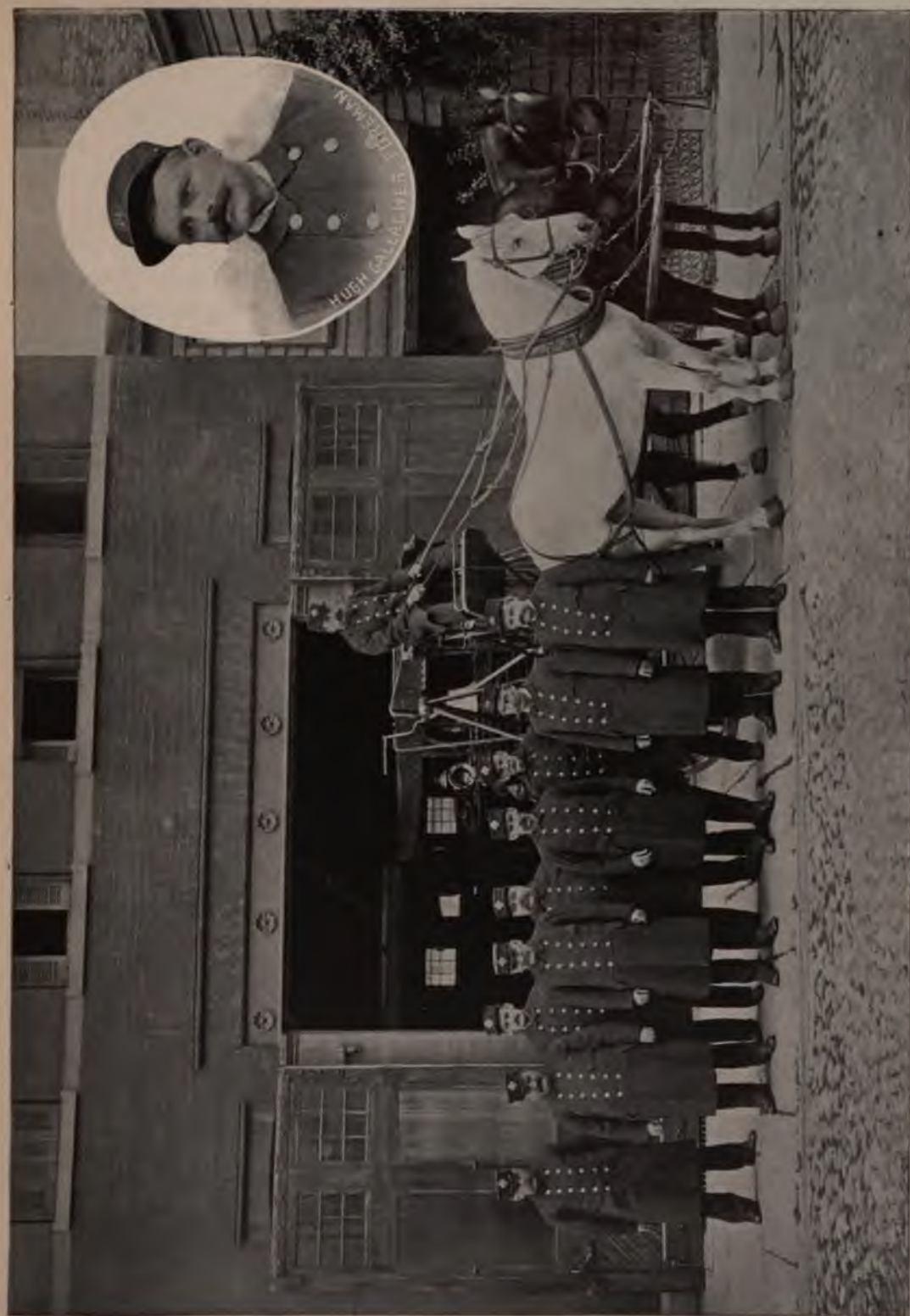
JOHN STRIFFLER is also a new man in the service. He was born in New York City on Oct. 9, 1865, and was appointed to the force on March 23, 1891.

NAPOLEON DUCHARME hails from West Troy, N. Y., in which town he was born. He has been a member of this company since he was appointed to the uniformed force, on March 12, 1892.

Following are a few of the fires to which the company have been summoned on first, second and third alarms, and where they have done credit to themselves as well as the Department:—Pratt's oil works, the Commercial Street sugar house, the North Seventh Street sugar house, Palmer's cooperage, the Nostrand Avenue and Park Avenue flat-house fires, Hover's glass house, Church's soda works, the Bushwick glass works, Young's bagging factory, Furman Street stores, the Agricultural Works, and Contractor Clark's stables, where one hundred mules were roasted alive.

HOOK AND LADDER COMPANY NO. 4.

Hook and Ladder Company No. 4 has been in active service since the organization of the Paid Department. They are located in a district which is bounded on the north by Union Avenue and North Seventh Street; on the east by Hayward Street; on the south by Rodney Street and the Wallabout Basin, and on the west by the Wallabout Basin and the water-front extending up to North Seventh Street. In this district there are sixty-nine boxes. On a second-alarm of fire they respond to calls from ninety additional boxes. They are supplied with a first-class Hayes truck which has an 85-foot extension-ladder, and three powerful horses to draw it. The names of the horses are "George" and "Frank," both bays, and "Mikado," a gray, who takes his name from the comic opera of that name.



HOOK AND LADDER COMPANY No. 4.

Russell Gardner,

George Pratt, Chas. Heath, Michael J. Short, George Keighler,

Wm. J. Stapleton, Patrick Kennedy, Francis X. Waynick, John McKenna, Hugh Gallagher,
Asst. Foreman, Foreman.

In the district covered by the company on a first-alarm is Batterman's dry goods-house, and other large mercantile houses on Grand Street; Smith, Gray & Company, clothiers; Cross & Austin's moulding mill, several large knitting mills and machine-shops, Hinds & Ketcham's paint works, Johnson's moulding mills, the Royal Baking Powder and Cleveland's Baking Powder Companies' works, Vogel's tinware factory, the large sugar house on the water-front, and the immense freight depots of the Erie, Pennsylvania and the Baltimore & Ohio Railroad Companies. Also Palmer's cooperage, Pratt's oil works, Central Stamping Company, Electric Light Works, Nugent's electro-typing works, several public schools, three hospitals, the Lee Avenue, Bedford, Amphion, Grand and Novelty theatres, St. Peter's and St. Paul's Roman Catholic church, the Bedford Avenue, South Third Street and Roebling Methodist churches, Dr. Wells' Presbyterian church, St. Mark's Episcopal, Dr. Harkins' Episcopal, First Baptist and Central Baptist, All Souls Episcopal, two Lutheran churches, African M. E. church, St. John's M. E. church, Father Hoffman's Roman Catholic, St. Vincent De Paul's, Calvary Church, St. John's Methodist and Christ Episcopal churches.

The station of Truck No. 4 is on South Third Street near Driggs Avenue. Since the organization of the company the men have had some extremely bad fires to handle, among them being Pratt's oil works, the Standard oil works at different times, Palmer's cooperage, Havemeyer's sugar house, the Commercial Street and North Seventh Street sugar houses, the flat-house fires on Nostrand and Park Avenues, the Bushwick glass house, Young's bagging factory, Church's soda works, Agricultural Works, Clark's stables, Harbeck stores, Pierrepont stores, and in fact nearly all the big fires which have occurred since 1869.

Foreman HUGH GALLAGHER was born in County Fermanagh, Ireland, on March 25, 1856; and received his education at the common schools. He came to the United States in 1872, and became a member of the Brooklyn Fire Department on Nov. 30, 1881. He was promoted to the grade of Assistant Foreman on March 1, 1887, and to the rank of Foreman on July 1, 1889. Foreman Gallagher is one of the brave men in the Department who have rescued their fellow-beings at great risk to their own life and limb, and he has sustained injuries from accidents. On Nov. 13, 1885, he sat in the tillerman's seat when the axle of the apparatus broke. He was thrown violently to the pavement and sustained a compound fracture of the left elbow. On Decoration Day, 1886, he was riding on the extension-ladder of Truck No. 4, during the parade. The truck was decorated with a figure of Liberty, and Mr. Gallagher's duty was to see that no overhead obstructions swept it from its place. At Berry and South Ninth Street a large branch of a tree hung so low that the truck could not pass under it without disturbing the decorations. He was attempting to pull the branch out of the way when it broke and knocked him off the ladder. He was picked up unconscious two of his ribs were

broken and his back was badly contused. It was a long while before he was able to resume his duties. In Nov., 1886, at a fire at No. 10 Jackson Square, he rescued an aged German woman who lived on the third floor, who had been overcome while trying to escape. On April 30, 1892, with the assistance of Firemen Rogers and Wayrick, he rescued the Scholer family, consisting of six persons, from the third floor of a burning dwelling.

Assistant Foreman JOHN MCKENNA was born in Ireland, Dec. 17, 1845, and has been a member of the Department since its organization. Mr. McKenna was advanced to the rank of Assistant Foreman on June 1, 1891.

Driver DANIEL EDWARD KAIN was born in New York City, Nov. 19, 1854, and has been in the Department since Jan. 27, 1882.

PATRICK KENNEDY, the tillerman, was born in Ireland, Dec. 2, 1845, and was appointed a fireman, Dec. 19, 1872.

GEORGE ROGERS was born in New York City, Aug. 19, 1859, and his connection with the Department began on June 15, 1885. While a member of Engine Company No. 23, on Jan. 2, 1886, he saved a man from drowning at great risk to his own life. At a night fire on April 30, 1892, at No. 191 Broadway, he found a girl of seven years on the third floor, and carried her down the ladder and placed her in the arms of her distracted parents.

GEORGE W. PRATT was born in Massachusetts, Dec. 14, 1856, and he has been a most excellent worker since he became a member of the uniformed force, March 12, 1891.

RUSSELL GLASIER GARDNER was born in New York City, Oct. 9, 1853, and has been a faithful member of the Brooklyn Department since April 1, 1885.

JAMES V. RHODES was born in Williamsburg, Jan. 8, 1875, and has been in the service since Sept. 1, 1878.

GEORGE WHITEHEAD KEIGHTLER was born in New York City, Dec. 29, 1842. He served three years in the United States Navy during the war, and in the Volunteer Fire Department days was a member of Neptune Engine Company No. 7. He became a member of the Paid Department on March 6, 1878.

FRANCIS XAVIER WAYRICK was born in Brooklyn on July 1, 1858. He served three years and three months in the United States Navy, and was made a fireman by Commissioner Poillon on April 1, 1885.

MICHAEL J. SHORT was born in Brooklyn, Oct. 15, 1854, and since he was made a fireman on Jan. 30, 1882, has been a faithful and useful member of the Department.

WILLIAM JOHN STAPLETON was born in Brooklyn, Jan. 2, 1855, and on Jan. 30, 1882, was appointed a member of the uniformed force.

JAMES SMITH was born in this city, Oct. 20, 1864. He was a plumber prior to his appointment on July 1, 1892.



WILLIAM A. GALLAGHER, District Engineer Sixth District.

CHAPTER XIII.

COMPANIES OF THE SIXTH DISTRICT.

DISTRICT ENGINEER WILLIAM A. GALLAGHER.

NEWTOWN CREEK AND THE EASTERN DISTRICT WATER-FRONT—A DANGEROUS DISTRICT—DISTRICT ENGINEER GALLAGHER—A SOLDIER AND VOLUNTEER FIREMAN—ENGINE COMPANY NO. 12—IN THE HEART OF THE WORST FIRE DISTRICT IN THE CITY—ENGINE COMPANY NO. 13—PROTECTORS OF THE RESIDENTIAL QUARTER—ENGINE COMPANY NO. 15—THE PRIDE OF GREEN-POINT—ENGINE COMPANY NO. 29—ON THE LINE OF THE MANHATTAN BEACH RAILROAD—HOOK AND LADDER COMPANY NO. 6—VETERANS WITH HONORABLE SCARS—THE “DAVID A. BOODY” FIREBOAT, ENGINE COMPANY, No. 32.



For the greater part of the water-front of the Eastern District the engine-companies of the Sixth District have the guardianship. This district is adjacent to the Fifth and extends from the northern boundary of the latter to Newtown Creek. The district is in the form of an irregular triangle, with its base on the East River water line, its north side on Newtown Creek, and its south side lying along Grand Street and Maspeth Avenue, with a notch at Graham Avenue and North Second Street. So large a district requires more than the usual number of protecting companies. Of the six companies located in it, four are stationed near the water-front—Engines Nos. 12 and 15, Truck No. 6, and the new fireboat “David A. Boody,” No. 32. Nos. 13 and 29 lie further uptown. The extensive stretch of water-front, with its wealth of shipping and dock property, rendered necessary the new fireboat, which has just gone into commission. These interests, together with the kindred ones along Newtown Creek, constitute not only an important but a dangerous charge for those

responsible for the safety of the district. In the interior of the district is a vast territory containing much excellent material for fire, in the numerous manufacturing establishments of "extra-hazardous" products, residences of the humbler kind as well as some of the better class—altogether a district requiring untiring vigilance and much hard work.

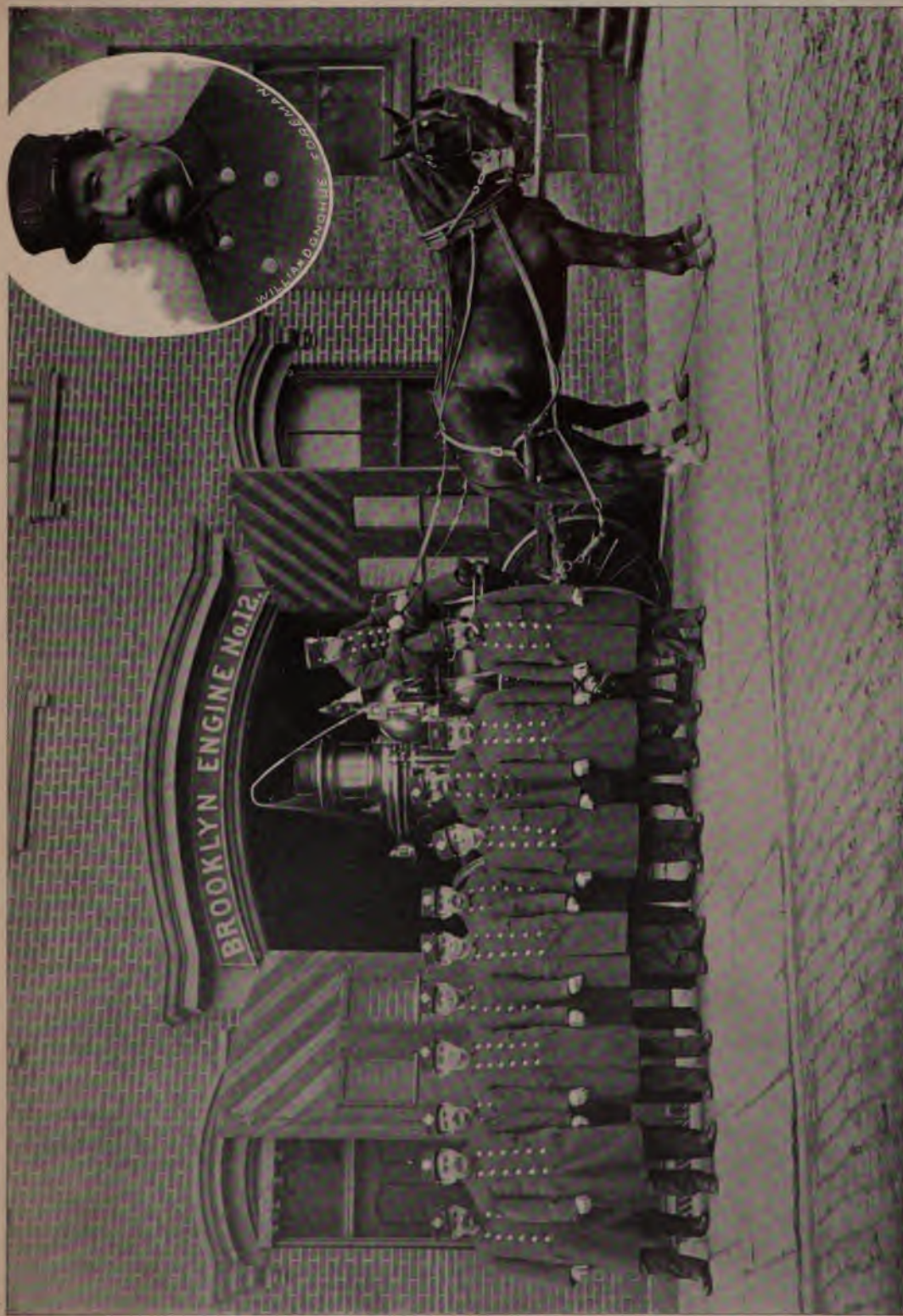
DISTRICT ENGINEER WILLIAM A. GALLAGHER.

Of William Augustus Gallagher, recently appointed District Engineer, and placed in command of the Sixth District, it is safe to say that no better fireman ever wore the Department uniform. At the time of his appointment, July 18, 1892, he was Foreman of Engine Company No. 18, attached to the Seventh District. He had been a fireman for twenty-one years and a Foreman for six years, and knew the details of his work perfectly, as was inevitable when long experience was added to an original stock of brains of exceptionally good quality and quantity.

Mr. Gallagher was born in New York, June 11, 1846. He enlisted on May 27, 1862, with the "hundred day" men, and went to the front with the 47th Regiment, N. Y. S. Militia. On his return from the seat of war, he attached himself to Neptune Engine Company No. 7 of the Volunteer Department, and ran with her up to the time the Department was disbanded. He joined the Paid Department, Dec. 13, 1881, and performed his first duty with Engine No. 16. Gradually he worked himself up from the ranks until on Aug. 5, 1886, he was given permission to wear "two trumpets" on his cap, and assume full command of Hook and Ladder Company No. 4. Twice during his career as a fireman, Mr. Gallagher has been injured so badly that he will always carry the scars. The first time was in 1886 at the fire in Palmer's cooperage, when his face and both hands were terribly burned. At the fire in Stern's cow stables on Beaver Street, his hands were again severely burned.

ENGINE COMPANY NO. 12.

Like all the older companies, Engine Company No. 12 was organized on Sept. 15, 1869, and since that time has occupied its present quarters on Wythe Avenue near the corner of North Eighth Street. The house was built in 1861, and prior to its occupation by Engine Company No. 12 was tenanted by "Northern Liberties" No. 5 of the Volunteer Department. The house, with the exception of a few small repairs, is in a very comfortable condition. It is located in the centre of a district which comprises all the large sugar refineries, oil works and factories which turn out goods of an inflammable nature, and make the hottest kind of fire when ignited. Many of the buildings are eight, ten and twelve stories high, and by reason of their great altitude, and the large area of ground covered by some of them, the firemen meet a difficult task



ENGINE COMPANY No. 12.

Edw. Casey.

Matthew J. Gargan, Edw. L. Lynch, Daniel Hurley, Michael J. Delaney, David Howard,
Felix Donnelly, Cornelius G. Fagan, Jas. Whalen, Bryan Rourke, Bernard F. Donnelly, Wm. Donohue,
Asst. Foreman, Foreman.

when called upon to battle with a fire in one of them. The members of No. 12 know whereof they speak when they say that they are located in the heart of the worst fire district in Brooklyn, for they have many times had experiences which confirm their belief. The company is equipped with a second-class Amoskeag engine, and a four-wheeled tender, and four kind, young, serviceable horses. On a first-alarm they cover the entire territory lying between Kingsland Avenue on the east and Kent Avenue on the west, and from the Hunter's Point jute works to South Ninth Street.

Among the larger buildings included in this territory are Havemeyer & Company's sugar refineries, the Chelsea jute works, Pratt's oil works, Palmer's grain elevators and storehouses, the large freight depots of the New York Central, Erie and Pennsylvania Railroad Companies which stretch along the river-front, Havemeyer & Elder's sugar refinery, the Royal Baking Powder factory, Sone & Fleming's oil works, Church's saleratus works, Vermon's book-bindery, Heckler's iron works, Tuttle & Bailey's iron works, the New York quinine works, the New York stamped tin factory, The Acme Stationery and Paper Company, Hines & Ketcham's lithographing establishment, the American tin factory, Wiedman's cooperage, Wiedman's brewery, Martine's paint factory, Chase's varnish factory, C. C. Reed's varnish factory, Eugene Doherty's rubber works, and Streeter & Dennison's brewery.

The brave, hard-working men of No. 12 have battled with many disastrous fires, and among the number were a few where lives as well as property were sacrificed. They recall the fire at L. M. Palmer's cooperage at North Fifth Street and Kent Avenue about four years ago. The cooperage occupied two buildings, one located on the south side of North Fifth Street and the other on the north side. The fire broke out on a Saturday night in the building on the north side of the street. The firemen worked continuously until a late hour on Sunday morning before the flames were subdued. Scarcely had the men got back to their quarters when another alarm from the same box called them back to the cooperage. This time the building on the south side of the street was in flames, and before the fire could be got under control the building was in ruins. When the ruins were searched the charred body of James Dearing, the watchman, was found. At the height of the conflagration the front wall fell outward. Engine No. 12 was at work in front of the building when the crash came, and when the dust and smoke cleared away Patrick Traverse, the engineer, was found buried beneath the debris alongside of his engine which was badly damaged. He did not remain there long, for the crash was no sooner over than Foreman Donohue, who realized in an instant the peril of his engineer, sprang into the scorching mass of bricks and smouldering timbers and dragged the bruised and bleeding body of Traverse out to a place of safety. He was thought to be dead at first, but after a long period of intense suffering he recovered. There was a suspicion in the minds of the owner of the cooperage that

the fires were of incendiary origin. After a searching investigation, two brothers named Johnson, who formerly worked in the cooper-shop, were arrested, convicted on a charge of arson, and sentenced to sixteen years' imprisonment. The fire at Havemeyer & Company's sugar refinery which caused a loss of over \$700,000 gave the boys of No. 12 about twenty hours of hard, unrelenting work. At the fire in Pratt's oil works on North Twelfth Street they stood for twenty-nine hours in the hottest part of the battle. They worked for the same length of time at the Standard oil work's fire on North Tenth Street, at which several firemen were so badly burned as to cause disfigurement for life. They accomplished some very effective results at the big fires at Pierrepont stores, the Wallabout Market, Heckler's iron works, Havemeyer & Elder's sugar refinery, foot of South Third Street; Sone & Fleming's oil works, on Kingsland Avenue; at a fire on the banks of Newtown Creek, which was caused by lightning striking and destroying a naphtha lighter together with several other vessels; at Dick & Meyer's sugar house, which was destroyed together with several dwellings on North Seventh Street on Sept. 7, 1888; and at Paul Wiedman's cooperage, at the foot of North Sixth Street which occurred in 1889.

Foreman WILLIAM DONOHUE, commander of No. 12, is highly esteemed by his men. He was born in the city of Dublin, Ireland, in 1835. His first experience in fighting fire was obtained as a member of "Northern Liberties" No. 5, in the Volunteer Department days. He became a member of the uniformed force on Jan. 27, 1872, and was assigned to duty with Truck No. 6, where he remained six months and was then transferred to Engine No. 12. He was made Foreman Dec. 31, 1885, and given command of Truck No. 6, in which company he remained until Aug., 1891, when he was ordered to Engine No. 12. During the period of his service in the Department he has been injured three times while in the discharge of his duty. At a fire in a furniture factory at Leonard and Devoe Streets, he broke one of his wrists. While going to a fire with Truck No. 6, he was thrown off and badly injured. The nearest approach to being killed was while he was Acting District Engineer. On the way to a fire his horse took fright, became unmanageable and ran from North Second Street to Manhattan Avenue, where the wagon collided with some obstruction, and Mr. Donahue was thrown violently to the street and received injuries which laid him up for six weeks. Mr. Donahue is married and is the father of seven children, and lives at No. 141 Bedford Avenue.

MARCUS FITZGERALD, the Assistant Foreman, was born in Brooklyn, on March 4, 1859. He learned the cooper's trade, after finishing his education at the public schools, and was engaged in that occupation when he was appointed to the Fire Department, on Jan. 15, 1882. He did his first duty with Engine Company No. 12, but was subsequently transferred to Engine Company No. 20. While serving with the latter, he

was promoted to the grade of Assistant Foreman, on Feb. 13, 1892, and about that time was transferred back to Engine No. 12. While a private in this company, he, with others, was thrown from the tender, but his injuries were pronounced not to be of a serious nature. Mr. Fitzgerald's name is on the roll of honor at Headquarters, he having assisted in the rescue of a sick woman from the dwelling No. 306 Fourth Street (E. D.), during a fire at that place on July 6, 1885.

Engineer MICHAEL F. DELANEY was born in Ireland, in 1835. He served in the 84th Regiment, N. Y. Vols., during the war and for five years was an active member of Atlantic Hose Company No. 2. His appointment to the new Department is dated April 22, 1878. He was promoted to the grade of engineer on May 1, 1889, and has been connected with Engine Companies Nos. 14 and 18. He is married and lives at No. 94 North Second Street.

BRYAN ROURKE hails from the Emerald Isle, where he was born, Dec. 13, 1846. He served two years and four months in the late war as a private in the 13th and 47th Regiments. He has been a member of Engine No. 12 since he was appointed a fireman, on July 17, 1871. Mr. Rourke is a married man and lives at No. 103 North Eighth Street. At the Solon Planing Mill fire, six years ago, his back was injured by the caving in of the floor on which he was standing. At another fire he had one of his ribs broken by being pulled out of a window while holding the pipe. At a dwelling-house fire, at North Third Street and Wythe Avenue, he was instrumental in rescuing a girl from the top floor of the burning building. While in the volunteer service he did duty with Columbia Engine Company No. 10.

FELIX DONNELLY was born in Ireland, April 12, 1843, and was appointed a fireman April 12, 1870, and assigned to duty with Hook and Ladder No. 6. Ten years ago he was transferred to the company to which he is now attached.

DANIEL HURLEY was born in New York City on Oct. 21, 1846. In 1864 he enlisted in the 56th Regiment, N. Y. Vols., and on Nov. 6 of that year was honorably discharged. He has been a member of Engine No. 12 since his appointment on Jan. 28, 1882.

EDWARD CASEY, the driver of No. 12, was born in this city, in 1852. His appointment to the force was made on May 10, 1874. He was sent to Engine No. 15, and one year later was placed on the driver's seat of Engine No. 12.

EDWARD L. LYNCH was born in Troy, N. Y., in 1862, and has been attached to this company since his appointment on March 12, 1891. He lives at No. 136 Wythe Avenue.

CORNELIUS G. FAGAN was born in this city, in 1868. He is single and lives at No. 181 South Second Street. He was appointed on Oct. 29, 1890, and was transferred from Engine No. 15 to Engine No. 12 on Feb. 11, 1891.

MATTHEW J. GARGAN was born in this city on March 10, 1857, and received his appointment on Dec. 1, 1887. He is married and lives at No. 87 Berry Street.

DAVID HOWARD was born in this city, in 1854. He is married and lives at No. 96 Berry Street. Since his appointment in 1878, he has done duty with Hook and Ladder Nos. 1 and 4 and Engine No. 21.

JAMES JOSEPH WHALEN was born on March 6, 1851, in this city. He was appointed on April 1, 1890. Mr. Whalen is single and lives at No. 91 North Sixth Street.

EDWIN MILLS was born in Brooklyn in 1869, and his appointment dates from July 1, 1892.

ENGINE COMPANY NO. 13.

Engine Company No. 13 has its quarters in one of the pleasantest and most aristocratic portions of the Eastern District. The house stands on Powers Street, near Ewen, but a short distance from the residence of Fire Commissioner John Ennis. It was built in 1880 and stands on the site of the house occupied by Neptune Engine Company No. 7, in the Volunteer Department days. It has a frontage of 25 feet and is 90 feet long, with 10 feet of yard at the rear. The interior of the house is a marvel of attractiveness and throughout shows the clever handiwork of the men who make up the company. On the ground floor is the sitting-room of the men, the stalls for the horses, and the engine and hose-cart. Along the wall on the northerly side are thirteen hose-racks, one above the other, which run half the length of the house, and on which lengths of hose are stretched to dry. On the opposite wall are photographs of prominent fire officials, and memorials of brave men who lost their lives in the discharge of their duty. The electric clock, which hangs over the big brass gong, is surmounted by a heavy bronze eagle, holding in its beak a bunch of red, white and blue streamers. An invention located in the cellar—which, by the way, is a model for the owner of a private dwelling to imitate—furnishes the heat for keeping the water boiling in the engine, and was planned and built by one of the men in the company. At the rear of the engine is another device which is so arranged that when the engine goes out it will stop a small clock in another part of the house at the exact second, and remain in that position until the engine returns. Foreman Keighler has displayed some of the ingenuity of which he has an abundance, in decorating the five horse stalls which are located in the rear of the house just back of the four-wheeled hose-cart. Over the front of each stall is a semi-circular iron bar. Depending from the centre of each is a small board sign, the ground-work being red and the lettering in gilt. The signs bear the name of the horse in the stall over which it hangs. With the exception of the centre stall, a miniature bronze horse surmounts the sign. The centre stall is occupied by a handsome, good tempered young bay horse called "Harry," after the Foreman of



ENGINE COMPANY No. 13.

Eugene O. Pownall.

John K. Fickett. John J. O'Brien. Bernard A. Matschke. Wm. H. Holmes,
 John Adams. Thos. F. Harrington. Chas. W. Norris. Geo. H. Wallace. Wm. C. Rogers, Henry M. Keighler,
 Asst. Foreman.

the company. In addition to the sign bearing the name of the horse, there is also a shield on the front of which is inscribed "B. F. D. No. 13," and on the reverse in white letters, "Organized Sept. 15, 1869." Above all is a large bronze eagle. "Bill," a fine young bay horse, is named after the Assistant Foreman and occupies the first stall; with "Harry," he makes up the team for the hose-cart. In the second stall is a large dapple gray horse called "Stonewall Jackson." He and "Mike," a big black horse, who occupies the fourth stall, make up the team for the engine. The fifth stall is occupied by a handsome little dark bay horse, who is as fleet-footed as the wind. His name is plain "John," and he carries Fire Commissioner John Ennis to and from Headquarters every day, and wherever else that duty may demand his master's presence.

The apparatus consists of a first-class Amoskeag engine which weighs 7640 pounds and has been in use about two years. Prior to that time the company had a "La France" which weighed 9000 pounds. The latter is now used as a spare engine for service on the water-front. About seven months ago the company was furnished with a new four-wheeled hose-cart which carries all modern equipments. The old hose-cart was rebuilt and is now in service with Engine Company No. 31.

The members of Engine Company No. 13 are all first-class men. They have first-class apparatus and horses, and their quarters are kept in first-class condition. No body of men in the Department, congregated under the same roof, work and associate more thoroughly in unison than do these men.

Foreman HENRY M. KEIGHLER is one of the most courteous and obliging men in the Department. He is prominent in social, political and fire circles, and has been a fireman since he was old enough to run with a machine. Mr. Keighler was born in New York City on March 23, 1840; he is married and lives at No. 267 Ainslee Street. In the days of the Volunteer Department he served faithfully as Foreman of Neptune Engine No. 7, and for a few years as Assistant District Engineer. On Oct. 19, 1869, he received his appointment to the uniformed force, and was assigned to duty as a private with Engine No. 13. His ability was soon recognized, and on the first day of July following he was promoted to the grade of Foreman. Soon afterwards he assumed command of Engine No. 11 and remained there sixteen months. Later he was transferred to Hook and Ladder No. 6, and remained there for ten months, then to Hook and Ladder No. 4, and on Feb. 11, 1886, was again put in command of Engine No. 13. In 1883 his leg was injured by a falling wall. He won the title of a hero as far back as 1873 by an attempt to rescue a woman and several children from the top floor of a burning three-story frame dwelling and store at Boerum and Graham Avenues, after all were supposed to be out. The smoke was so dense that he was nearly suffocated before he could make his way into the rear room where the woman and children were said to be sleeping. The woman was very large and it took all his strength to get her to the

front window and down the ladder to the ground. This done, he went back to rescue the children. His heroic exertions were of no avail, as mother and children had suffocated before Mr. Keighler reached them.

Assistant Foreman WILLIAM C. ROGERS is one of the bravest and hardest workers in the service of the Department. He was born in New York on April 10, 1861, and received his appointment as a fireman on June 15, 1885, when he was assigned to Engine No. 13. He rose rapidly from the ranks and on March 1, 1887 was promoted to the grade of Assistant Foreman. He is married and lives at No. 49 South Sixth Street.

Engineer WILLIAM H. HOLMES was born in this city, Nov. 15, 1855. At the time of his appointment, Jan. 1, 1863, he was assigned to duty with Engine No. 5. He was transferred later to Engine No. 13, and on June 17, 1865 was advanced to the grade of engineer. He is married and lives at No. 137 Ainslee Street. During his term of service he was laid up for several months with a dislocated hip received from the kick of a horse.

Engineer GEORGE H. WALLACE was born in this city on Nov. 30, 1862. He was assigned to Engine No. 6 when appointed on Sept. 1, 1885, and on Feb. 7, 1891, after his transfer to Engine No. 13, was made an engineer. He is a married man, and lives at No. 235 Ainslee Street.

HENRY REESE, the stoker, was appointed Sept. 1, 1885 and has since served with this company. He was born in this city on April 9, 1860, and lives at No. 39 North Seventh Street.

THOMAS F. HARRINGTON is a first-grade fireman, and was appointed on Jan. 2, 1889. While detailed to Truck No. 6, he was quite seriously injured by the kick of a horse. Mr. Harrington was born in this city on Nov. 27, 1862, and was recently married; he lives at No. 173 Ainslee Street.

JOHN ADAMS was born in this city, on Oct. 10, 1854. He was appointed on March 21, 1888. He is in the first-grade, is married, and lives at No. 13 Ainslee Street.

JOHN KNAPP FICKETT is also a first-grade fireman, and was appointed on Sept. 15, 1880. He was born in this city on Jan. 16, 1839, and lives with his family at No. 120 Wither Street. He enlisted as a sergeant in the 99th Regiment, N. Y. Vols., in May, 1861, and after serving three years, re-enlisted on Aug. 4, 1864, with Company E, 19th Regiment, N. Y. Vols.

JOHN J. O'BRIEN was born in New York City on Oct. 1, 1854, and was appointed to the Fire Department on Aug. 1, 1889. He is a fireman of the first-grade and lives with his family at No. 554 South Fifth Street.

EUGENE OSCAR POWNALL is the driver of the engine. He is a bachelor and

was born in New York on Sept. 22, 1859. He has been attached to this company since he was appointed to the uniformed force on April 1, 1892.

CHARLES WORNER NORRIS is an old volunteer fireman and ran with Neptune Engine Company No. 7. He was born in this city, Sept. 22, 1839, and received his appointment to the Department on April 10, 1872. He is a fireman of the first-grade and lives at No. 237 Ainslee Street with his family.

JOSEPH P. FLYNN was born in Cambridge, Mass., on April 23, 1867. He was a railroad man at the time of his appointment on July 1, 1892.

On a first-alarm the members of Engine No. 13 respond to calls from 66 boxes, and their district includes all the large buildings, both private and public, in the Eastern District. Among the principal ones are the Waterbury rope works, the Lawrence cordage works, Solon & Fleming's oil works, Cooper's glue factory, Hardy & Voorhis' lumber yard, Charles H. Reynolds & Son's coal and wood yard and planing mills, Kalbfleisch & Son's chemical works, Solon's planing mills, Warn's furniture factory, Turner Hall, Union Hall, Batterman's large dry goods house, Benjamin Kaufman's Bazaar, Huber's brewery, Kiefer's brewery, Fallott brewery, Friese & Son's brewery, Seitz's brewery, St. Catherine's Hospital, Och's brewery, a large chair factory covering nearly a block on Meserole Street, near Bushwick Creek, Ketcham's furniture factory, Cable's wire works, a six-story tin factory on Union Avenue, Yeoman's cork works, Havemeyer's frame stables, a large blacksmith hand wheelwright shop at Grand Street, the Brookfield glass works, the Grand Street Line car stables, the South Fourth Street car stables, Congress Hall, Public Schools Nos. 18, 20, 23 and 37, Holy Trinity church school, the First Baptist church and a Presbyterian church on Ainslee Street, the Second Baptist church, St. Mary's Roman Catholic church, Grace Free Baptist church, German Roman Catholic cathedral, the Roman Catholic Orphan Asylum, the German Lutheran church and school, the Novelty theatre, the Amphion theatre, the Lee Avenue Academy, the new Bedford theatre, the Grand Street Museum and Phillip's theatre. The district also includes a large number of five-story frame tenements which run 70 feet back, and in each of which at least fifty families live, all of whom are Polish Jews.

This company has attended all the large fires in the Eastern and Western Districts since it has been in existence. The company worked thirty-five hours at the first fire at Pratt's oil works in 1874. They effected good work at Solon & Fleming's oil works, when eight tanks blew up one after the other and placed the lives of the firemen in great peril. They were at fires at the Havemeyer sugar works, Solon's planing mills, where some of the men were badly scorched; and at the big fire in Herseman's bakery, June 22, 1884, when Firemen Tyack and Haight were killed by falling walls. They worked hard for nine hours at the Grand Street car stable fire in 1876, when fifty-four horses were burned to death; and three years later they had a hard experience at the burning

of the South Fourth Street car stables, at which nearly sixty horses were destroyed. The last big fire they attended was the Smith, Gray & Company clothing house fire.

On second and third alarms and special calls they go to all the big fires in the Eastern District and Greenpoint, and at times down into the Western District.

ENGINE COMPANY NO. 15.

Greenpoint is proud of Engine Company No. 15. Among the members are men who have saved human life, some with scars which they will carry to their graves, and others who have received injuries from which they never will recover. Notwithstanding this, they are each and all willing to go through their terrible experiences with smoke and flame again to save lives and property in time of danger.

The company was organized Sept. 15, 1872. The house is a two-story brick building on India Street, a few doors from Franklin Street. It is in good repair, and as far as modern improvements and comfort is concerned is one of the finest in the Eastern District. The company was originally furnished with a second-class Amoskeag engine. At the great fire at Palmer's bagging factory, at the foot of North Seventh Street, in 1891, the engine was so badly burned and crushed by falling walls as to render it necessary to have it rebuilt. An engine from the Repair-shop took the place of the disabled engine until the return of the latter in March, 1892, as good as the day she was purchased by the Department. A four-wheel hose-cart with all the modern appliances, and four young horses complete the company's equipment for fighting fire. "Jim," a dapple gray, and "Dan," a light bay horse, handle the hose-cart, while "Billy," a dark brown, and "Charlie," a dapple gray, take the pole of the engine when the gong strikes an alarm.

The territory over which the company has immediate supervision is a large one, and it includes oil works, woodworking shops, sugar refineries, machine-shops, public schools, churches, and a very large number of handsome private dwellings, many of which are frame buildings, and several large flat-houses. It is bounded by the Hunter's Point Bridge, Newtown Creek, North Sixth Street, and the river-front. On a first-alarm the company responds to calls from 40 boxes, on a second-alarm 20 boxes and on a third-alarm 33 boxes. The prominent buildings in the district are Orr & Company's lumber yard, American Sugar Refining Company, Pratt's oil works, Chelsea jute works, American Cordage, Rope and Bagging Co., Bulmer's lumber yards, Continental Iron Works, Faber's pencil works, Abenroth & Root's manufactory, New York dye works, Logan's iron works, Brooklyn City Railroad car stables, Reeves & Church's box factory, Palmer's barrel works, Church's soda works, Reeves & Church's lumber yard, Brooklyn Oil Works, E. C. Smith's box factory, Cheeney & Hewett's iron foundry, New York Cedar Company's works, Leary's ship-yard, Kell's



ENGINE COMPANY NO. 15.

John Morrissey.

Edwin A. Thomson.

Wm. F. Davis.

Alfred Ford.

John Flood.

Henry T. Geiger. Geo. W. Bennett. Jas. H. McElroy. Chas. W. D. Lane, Patrick F. McGinness, Asst. Foreman, Foreman.

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moulding mills, Brooklyn Wire and Nail Works, Crosstown Railroad car stables, James L. Jensen's porcelain works, Empire oil works, Kings County oil works, Cunningham's boiler works, Braid Bros' foundry, Young & Gerard's sash and blind factory, Smith's pottery, Port & Doig's woodworking factory, Fallon's woodworking factory, Self Manufacturing Co., Kniffen's woodworking factory, Randall & Miller's woodworking factory, Heckler's iron works, Public Schools Nos. 22, 34, and 36, St Anthony's Catholic church, First M. E. church, Union Avenue Baptist church, Presbyterian church, First Baptist Church, and the Lutheran church.

The company have since their organization had many big fires to battle with in their own district, and among the worst was the first fire at Pratt's oil works, which occurred more than five years ago, and at which they remained on active duty for forty-eight hours. Smith's box factory fire in 1880 was a pretty hot one and kept the company at work for many hours. The second fire at Pratt's oil works, Oct. 11, 1888, was a sad one for the company. It was at this fire that Foreman Joseph J. McCormick, and Firemen James Henry McElroy and Henry Hellen were terribly burned by the explosion of a naphtha tank on the dock. McCormick was burned about the face, head, arms and hands, and to this day his hands are so crippled that they are almost useless. McElroy's face and hands still bear the scars from burns received at that time. It is not probable that any member of the company will forget the fire at Palmer's bagging factory in 1891, when the walls fell and crushed the engine and barely escaped killing Engineer Alfred Ford. Besides the fire at Reeves & Church's box factory, which also consumed a dozen dwelling-houses before it was got under control, the company have done very effective work at the Church soda works fire, the fire at Heckler's iron works, and on second and third alarms have served many hours on a stretch at all the big fires which have occurred in the Eastern District since the organization of the Brooklyn Fire Department.

Foreman PATRICK FRANCIS MCGINNIS was born in Ireland, March 19, 1848. He is married and lives at No. 240 Java Street. He served in the Volunteer Department with Ridgewood Hose No. 7, better known among the old veterans as "Hop-up." His appointment to the new Department was made Aug. 15, 1870, when he was assigned as a private to Hook and Ladder Company No. 6. Mr. McGinnis remained with the company as driver and Assistant Foreman for nearly seventeen years and was then transferred to Engine No. 15, where he served as Acting Foreman up to July 1, 1889, when he was promoted to be Foreman. Mr. McGinnis has endured many hardships since he became a fireman, but has had the good fortune thus far not to have met with injury.

Assistant Foreman CHARLES WILLIAM DAVID LANE was born in New York City, on Nov. 23, 1861. He served in the United States Navy, on board the "Constitu-

tion," and was honorably discharged, when he made application to become a member of the Fire Department. His appointment took effect Oct. 12, 1885, and on July 1, 1889, he was made Assistant Foreman and sent to the company of which he is now a member. While he was on the way to a fire on Jewell Street, shortly after his promotion, the axle of the hose-cart broke and he was thrown to the ground with such violence as to break his leg. Mr. Lane is married and lives at No. 94 India Street.

WILLIAM FOWLER DAINS is a fireman of the first-grade, and his name is enrolled among the heroes who have risked their lives to save those of their fellow-men. He was born in New York City, Nov. 20, 1864, is married and lives at No. 123 Oak Street. From 1880 to 1885 he served in the United States Navy as a seaman, on board the "Essex" and the "Minnesota." He was appointed a fireman, May 20, 1889, and assigned to No. 15. On Aug. 7, 1889, a fire broke out at eight o'clock in the morning on the upper floor of the two-story building, No. 189 Kent Street, just across the street from Mr. Dain's residence. He ran out and gave the alarm to a brother fireman, who summoned the engine, and then dashed into the burning building. He made his way through the smoke to a bedroom, where he was told a child was sleeping, and, not finding it in the bed, returned to the street, but went back again on learning that there were two beds in the room, the danger by this time being greatly increased. He found the child fast asleep with its head covered by the blankets, and, seizing child, blankets and all, and throwing a corner of one of the blankets over his own head, so as to protect his face from the flames, which were now burning fiercely all about him, he dashed out into the street and placed little Frederica Decker safe and sound in her frantic mother's arms. A mighty cheer went up from the people who had witnessed the heroic act.

JAMES HENRY MCELROY is also a first-grade fireman, and was born in this city, Dec. 28, 1864. He is a married man and lives at No. 178 Huron Street. He has been a member of Engine No. 15 since his appointment to the force on March 21, 1888. At the fire in Pratt's oil works Oct. 11, 1888, he was so severely burned about the face and hands by an explosion of naphtha that he was laid up for seven months. On April 2, 1889, before he had fully recovered from his injuries, Mr. McElroy was thrown from the District Engineer's wagon on the way to a fire and received injuries to his head which laid him up for two months more.

Engineer ALFRED FORD is an old-time fireman, having served seven years in the Volunteer Department with "Valley Forge" Engine No. 11. When the Civil War broke out, he went to the front with the 47th Regiment, N. Y. State Militia, and served four months. He was born in New York City, Oct. 24, 1840. He is married and lives at No. 115 Greenpoint Avenue. After his appointment to the uniformed force on

Feb. 8, 1870, he served with Hook and Ladder No. 6 for a while and then was made stoker of Engine No. 11. On Dec. 21, 1872, he was promoted to be engineer, and has since had charge of Engine No. 15. He can graphically describe various incidents of the big fires which have occurred since the organization of the Department, and at the Palmer bagging factory fire came near being killed by the falling walls which crushed his engine.

JOHN MORRISSEY, the driver of the engine team, was born in Ireland on Aug. 3, 1827. He is married and lives at No. 388 Manhattan Avenue. He served with Hook and Ladder No. 6 for a few months after his appointment to the force on Dec. 21, 1872, and the balance of the time with Engine No. 15. At the Pratt's oil works fire he fell from the engine and received injuries from which he has not fully recovered. On another occasion, while he was exercising one of the engine horses, the animal slipped, and in falling crushed Mr. Morrissey under him, injuring him severely. As a volunteer fireman, Mr. Morrissey was attached to Old No. 5, of Williamsburg.

GEORGE WILLIAM BENNETT was born in New York City on Dec. 17, 1865, and besides having shown himself to be a valuable acquisition to the company, since his appointment on Nov. 16, 1891, he has made an excellent record for himself in the United States Navy, which he entered as an apprentice in 1884 and from which he graduated six years later as "Captain of the Top." During that period he was on the "Minnesota," "New Hampshire," "Portsmouth," "Tennessee," "Richmond," "Consolation," "Pensecola," "Franklin" and the "Vermont." He is graded as a third-class fireman, by reason of his short term of service in the Department. He is married and lives at No. 222 North Eighth Street.

JOHN FLOOD, now detailed to the Kerosene Bureau, by reason of his being an expert in the testing of oils, was born in Ireland on Jan. 16, 1853. He has been a member of this company since his appointment to the force on May 8, 1874. He is a bachelor, and lives at No. 119 Eagle Street.

PATRICK JOHN GOLDEN was born in Ireland, May 26, 1859. He lives with his family at No. 121 Manhattan Avenue. He is a first-grade fireman and was appointed June 1, 1889. After serving two months with Hook and Ladder No. 8 he was transferred to this company.

EDWIN ALEXANDER THOMSON is a second-grade fireman, and has been with Engine Company No. 15 since he was appointed on Feb. 11, 1891. He was born in this city, April 27, 1865, is married, and lives at No. 600 Leonard Street.

HENRY THOMAS GEIGER is also a second grade fireman and has been attached to Engine Company No. 15 since his appointment on Nov. 12, 1890. He was born in New York City on Nov. 22, 1861, and resides with his family at No. 72 Oakland Street.

ENGINE COMPANY NO. 29.

Engine Company No. 29, although of comparatively recent organization, has among its members those who have saved life in the hour of peril, and others who have been seriously injured while in the discharge of duty. When the company was organized on Nov. 1, 1890, it took immediate possession of the new house built expressly for it in Frost Street, between Humboldt Street and Kingsland Avenue. No company in the Department has finer quarters, and the men individually and collectively have taken especial pride in fixing up the interior in a tasteful and artistic manner. The engine team consists of a large bay horse and a bald-faced sorrel, both young and handsome, while "Dick," a beautiful bright bay, and his mate, a fine young gray horse, pull the hose-cart. For beauty, speed and endurance they cannot be excelled. A very important *attaché* of the company, and a great favorite among the men is "Spot," an English coach-dog. He is seven months old, but during this brief existence he has acquired an insight into the habits of the men and horses. The company is provided with a second-class Amoskeag engine, which, as she stands on the floor resembles a mass of highly burnished gold and silver. The hose-cart is of the latest pattern and is equipped with all the best appliances for fire service.

*Foreman MICHAEL MCGINNESS was born in this city, June 29, 1856. He was appointed to the uniformed force on March 8, 1881, and rose to the rank of Assistant Foreman on Sept. 1, 1888, while connected with Hook and Ladder Company No. 4. On June 1, 1891, he was promoted to the grade of Foreman and placed in command of Engine Company No. 29. Mr. McGinness is married and lives at No. 182 Devoc Street. He is a brave man and has been many times in positions where his own life was in peril. While responding to an alarm of fire from box 487 on the night of Oct. 3, 1891, he received severe injuries by being thrown violently between the suction and the boiler of the engine, when the latter came in collision with a house which was being moved, and which had been left standing in the centre of Oakland Avenue without, as is alleged, having any danger lights upon it.

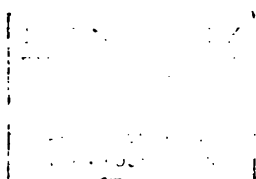
† Assistant Foreman OWEN S. CAMPBELL is a relative of several well-known Campbells who are prominent in Brooklyn public life, Superintendent and Captain Campbell, of the Police Department, Ex-Congressman Felix Campbell, and the famous, "Tim" Campbell. He was born in Ireland on Sept. 20, 1839. In 1861 he enlisted in the United States Navy and served on the "Iroquois" and "Montauk." He was severely wounded during the war and in consequence received an honorable discharge in the early part of 1864. He was made a fireman on Sept. 15, 1869, when the Department was organized, and was promoted to the grade of driver on May 1, 1870. His promotion to the post of Assistant Foreman occurred March 1, 1887. Mr. Campbell is a widower and has four children living,

* Transferred, August, 1892, to Engine Co. No. 13. † Promoted to be foreman of No. 29, August 11, 1892.



ENGINE COMPANY NO. 29.

John F. Aemus, Patrick Head, Martin J. Smith, Henry Reickenberg, John M. Pratt, Henry M. Hellen,
 Patrick F. Carroll, Chas. Stothard, Chas. F. Way, Michael Marks, Thos. J. McGinness, Owen S. Campbell, Michael McGinness,
 Asst. Foreman, Foreman.



one of whom, a daughter, is a well-known contralto singer in the choir of a New York church. A son holds the position of Professor of Music under the Board of Education of this city. Mr. Campbell was badly burned about the hands in the fire at Stover's dry goods store on April 29, 1887, and at a fire on Dec. 14, 1888, he fell from the second story to the cellar of the building and would have been instantly killed had it not been that the cellar was partially filled with water at the time, which broke his fall. As it was, he received severe injuries to his body and legs in the descent.

Engineer JOHN M. PRATT is a man of whom the company is proud. He was born in New York State on Feb. 18, 1865. He received a good education and turned it to account, when he started out in life. He is well read, methodical in his ways, and to his comrades is a perfect encyclopedia of information. He carries a diary in which is kept a record of all that has transpired since he was appointed a fireman, even to the minutest details. Fifteen years ago he commenced the collection of ancient coins and relics, and at the present time has over 700 coins of various denominations, including gold, silver, brass, copper and pewter, some dating as far back as 1793. One of the most valuable pieces in the collection is a Judea Shekel, made of pewter and issued in the reign of Simon Maccabees, 145 B. C. Engineer Pratt was made a fireman Dec. 3, 1887, and since that time has been attached to Engines Nos. 18, 26 and 29. He was promoted to the grade of engineer on Jan. 9, 1888. He is married and lives at No. 271 Lorimer Street. At a fire in a four-story frame tenement on Atlantic Avenue near Nevins Street, on the night of Aug. 31, 1890, Mr. Pratt made a brave rescue of Mrs. Swietzer and her child, whom he brought safely to the street from the second floor, down a burning stairway. About a month prior to this event, while going to a box factory fire at the foot of Nevins Street, he was injured by the engine colliding with a heap of upturned earth from a sewer.

HENRY M. HELLEN has twice met with serious misfortunes since he was appointed on April 1, 1885, and to-day he is a cripple, and will be for the remainder of his life. He was born in New York City on Nov. 11, 1860, and during his career as a fireman has seen active service with Engines Nos. 12, 13, 15 and 29, the last of which companies he is still a member. He is married and lives at No. 96 Jackson Street, and was the driver of Engine No. 29 when he was last injured. At the great fire at Pratt's oil works, he was so severely burned about the face and hands, that he was not able to perform duty for several months. He sat on the driver's seat of Engine No. 29 when she rolled out of the house on the night of Oct. 3, 1891, in response to a call from box 487. The horses were dashing swiftly down Oakland Avenue, when without the slightest warning they turned quickly to the left, and the right front wheel, axle and forward part of the engine came in collision with a house in course of removal which stood in the middle of the street. The axle broke and Driver Hellen's right leg was crushed between the house

and his engine. He was conveyed as quickly as possible to the City Hospital, where it was found necessary to amputate the leg.

THOMAS J. MCGINNES is the second engineer of the company, and the brother of the Foreman. He was born in Philadelphia on July 4, 1848, and was appointed a member of the Fire Department Sept. 11, 1883; since which time he has been attached to Engines Nos. 5, 12, 19 and 29. He is married and lives at No. 182 Conselyea Street. He was riding with his brother on the back of the engine on the night of Oct. 3, 1891, when Driver Hellen had his leg crushed, and was thrown so violently against the hand rail of the boiler that his face and head were severely injured.

JOHN F. ASMUS has been the driver of the engine since Driver Hellen was injured, and was born in Albany on July 4, 1851. He lives at No. 499 Graham Avenue with his family. He secured his appointment through Ex-Fire Commissioner Poillon, then Deputy Fire Commissioner, on Feb. 1, 1882, and was assigned to duty with Engine No. 15. He is a fearless man in discharge of duty and one well liked by his superior officers and by his brother firemen. Mr. Asmus helped to rescue Foreman Fanning of Engine No. 15, now District Engineer, when the latter fell Sept. 1, 1884, from the roof to the second floor of a furniture factory at Leonard and Devoe Streets, and received injuries which laid him up for three months. During the time Foreman Fanning was on the sick list, Mr. Asmus was Acting Foreman of the company. It was through the bravery of Mr. Asmus at the Pratt's oil works fire that Foreman Joseph McCormick, then in command of Engine No. 15, was saved from being burned to death when he was cut off from escape by the flames which had wellnigh enveloped him. Mr. Asmus saw McCormick's hand stretched out toward the window near which Asmus was at the time. He seized it and the roasted flesh fell off in his grasp. He held on to the unconscious man although the heat was terrific, until assistance came and McCormick was pulled out from the seething caldron of oil into which he had fallen, and hurried away to the hospital.

CHARLES FRANKLIN WAY is a second-grade fireman, and was appointed Feb. 11, 1891. He was born in this city May 2, 1867, is married, and resides at No. 173 Ainslee Street. Mr. Way distinctly remembers his first fire, for he was called on to help remove bodies from the ruins.

PATRICK HEAD is among the life-savers of the company, and the act of bravery which placed his name on the roll of honor, was one difficult to perform and attended with great peril to himself. The fire broke out in a bakery on the ground floor of a three-story frame building on Kingsland Avenue on the night of July 26, 1891. On the top floor was Mrs. Gaffney and her child, who were cut off from escape by the stairway, which was in flames, and had been overcome with the smoke. The truck company had not arrived, and Fireman Head knowing that there was not a moment to lose, found a thirteen-foot ladder, ran up to the cornice, drew the ladder up with the assistance of

comrades, and then placing the foot of the ladder on the cornice mounted to the third story and got the unconscious woman and child out and lowered them down to the men below. At the Waterbury rope works fire, Mr. Head was completely overcome by smoke, and was laid up for some days after. He was born in this city on March 7, 1854, and has a family with whom he resides at No. 198 Kingsland Avenue. His appointment was made on June 15, 1885, and since that time he has served with Trucks Nos. 4 and 6, and Engines Nos. 12, 24 and 29.

MARTIN JOSEPH SMITH occupies the driver's seat of the hose-cart, and handles the fleet-footed bay and gray which draw it. He was born in this city, Jan. 30, 1867, and has been quite a traveller in his day. He was made a fireman April 16, 1890, and served for a short time with Truck No. 6 before being transferred to this company. He assisted in the rescue of Mrs. Gaffney and her child at the Kingsland Avenue bakery fire on July 26, 1891. He lives at No. 61 Driggs Avenue.

PATRICK F. CARROLL was born in this city, April 16, 1858, and has been a fireman since Jan. 3, 1888. He has been connected during the time with Truck No. 6 and Engines Nos. 16 and 29. Mr. Carroll lives with his family at No. 382 Leonard Street.

CHARLES STOTHARD was born in New York City, Aug. 21, 1857, and was appointed July 16, 1891. Prior to becoming a member of this company he was attached to Engine No. 30. Mr. Stothard is a widower and has five children and resides at No. 506 Driggs Avenue.

HENRY W. REICKENBERG was born in the city of New York on Feb. 22, 1869. He began life in the merchant marine service, and when he left it was second mate of the "Nova Scotia." In 1886 he entered the United States Navy and served for four years on board the men-of-war "Minnesota," "New Hampshire," "Quinebaug" and "Galena." He was the coxswain of the "Galena's" cutter which captured the Navassa Island negro rioters, three of whom are now serving terms in the Kings County penitentiary. Mr. Reickenberg has been once and a-half around the world, and a description of the places he has visited and incidents that have occurred are highly interesting. He is still a bachelor and lives at No. 104 North Henry Street. He became a fireman Nov. 16, 1891, and was assigned at once to this company, where he has made a good record for himself.

MICHAEL MARKS was born in this city on Oct. 4, 1863, and was made a fireman Jan. 3, 1888. He has done duty with Truck No. 8, and Engines Nos. 22 and 29 respectively. He is married and lives at No. 275 Humboldt Street. Mr. Marks was overcome by smoke at the Waterbury rope works fire.

JOHN F. HICKEY, a comparatively new member of the company, was appointed May 4, 1892. He is a native of Brooklyn, where he was born June 5, 1858.

JOHN J. MCCARTHY was born in the State of New Jersey on April 24, 1868 and was appointed on July 1, 1892.

The territory covered by this company is an extremely large one. On the first alarm they respond to calls from 73 boxes and on the second from 124. The boundaries are Hunter's Point Bridge, the city line, Graham Avenue and Meserole Street and Bedford Avenue and North Eleventh Street. Among the large buildings in this district are two public schools and several churches. Besides these there are the Chelsea jute mills, several buildings belonging to the Standard Oil Company, the New York cordage works, Logwood works and Eagle pencil works, Church's soda works, Continental Iron Works, Kalbfleisch's chemical works, Hardy & Voorhis' lumber yard, Bossett's lumber yard, the New Haven coöperative fur factory, St. Catharine's Hospital, Waterbury rope works, Lawrence's rope works, Brookfield's glass works, Reynolds' coal yards, a large tannery, Seitz's brewery, Huber & Abbott's brewery, Graham's pottery, Peter Cooper's glue factory, a refrigerator manufactory, Fisher's furniture factory, Fallon's moulding mills, Orr's lumber yard, Reeves & Church's lumber yard, Charles Havemeyer's sugar house, Safety Boiler Manufacturing Company works and Palmer's cooperage and barrel yard.

As this history goes to press, announcement is made of the transfer of Assistant Foreman James S. Jones from Engine Co. No. 27 to Engine Co. No. 29, of which he now becomes second in command. The details of his service will be found under Engine Co. No. 29.

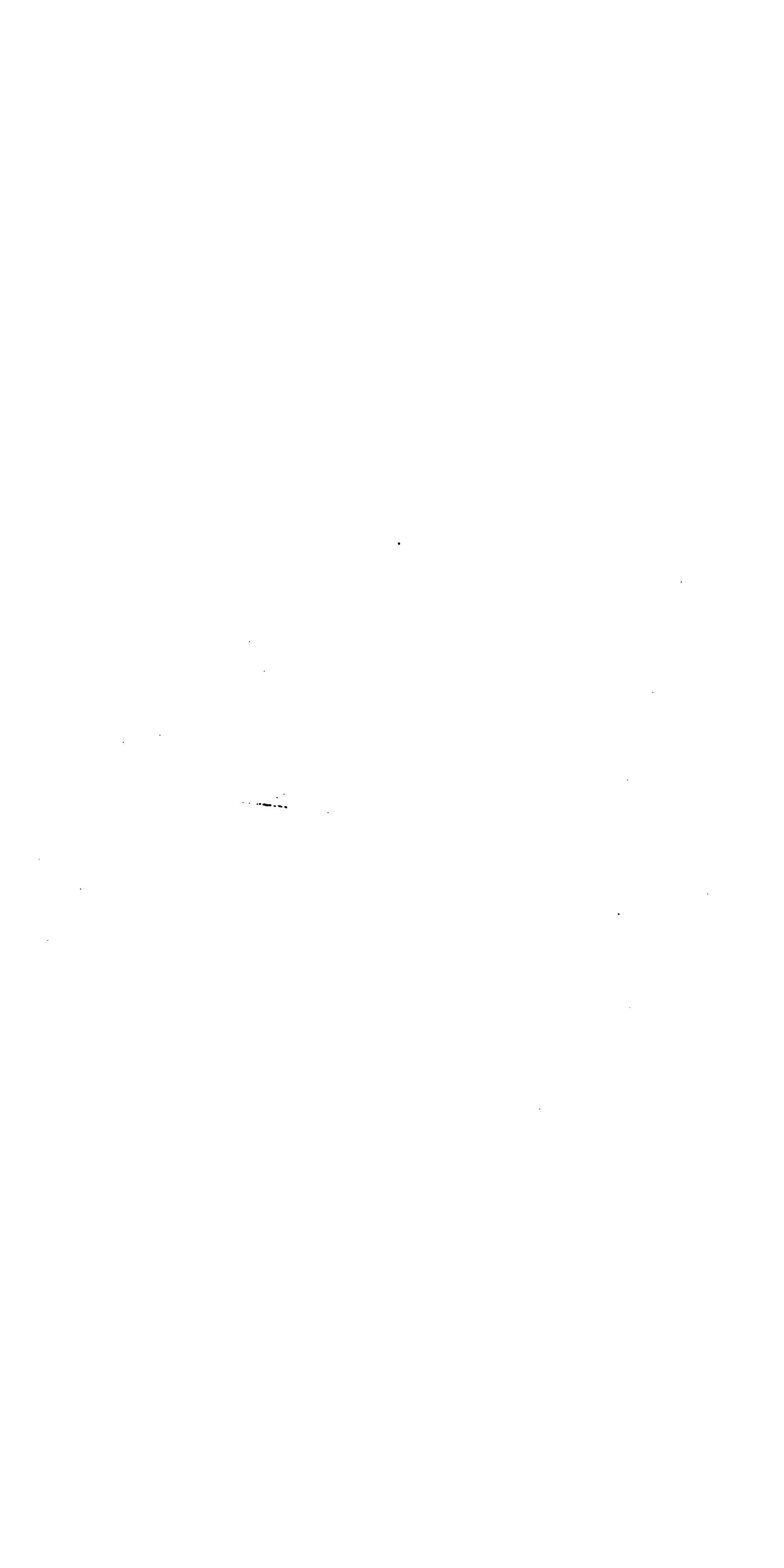
HOOK AND LADDER COMPANY No. 6.

One of the first truck companies to be equipped when the Department went into active operation in 1869 was Hook and Ladder Company No. 6, and the changes in officers and men since the first time the truck rolled out of the house have been many. The company's quarters are on Greenpoint Avenue near Manhattan Avenue, Greenpoint, and the house, which was rebuilt in the '80's is on the site of the one occupied by "Valley Forge" Engine No. 11, of the Volunteer Department. Among those who make up the present company are men who have saved human life and others who have been injured while in the discharge of duty. All have seen hardship since they entered the service, and not a few have been placed in perilous positions from which they escaped fortunately without a scar. There have been brave, fearless men connected with this company in times past, who while battling with smoke and flame went down beneath a falling wall and were crushed and burned beyond all possible recognition. There are still others who yet carry scars upon their faces and hands to tell of fierce conflict with the destroyer of life and property. The interior of the truck house is comfortable, the apparatus is equipped with all the modern appliances for life-saving, and the team which pulls it is made up of a sorrel and a roan, and both young and powerful



HOO K AND LADDER COMPANY No. 6.

- | | | | | | | |
|-------------|----------------|----------------|----------------|----------------|------------------|-----------------|
| A. W. Snow. | J. Clunie. | Norman Hughes. | John Connolly. | Geo. McGearry. | Chas. McConeghy. | Patrick Murray. |
| M. O'Keefe. | C. Cunningham. | E. J. McKenna. | John Maher. | M. Quinn. | F. C. Spillane. | Stephen Allen. |
| | | | | | Ast. Foreman. | Foreman. |



specimens of fire horses. The company on a first-alarm respond to calls from 48 boxes and on a second-alarm to 45 additional. The territory covered by them on a first-alarm is bounded by Newtown Creek, Kingsland Avenue and Wither Street, North Ninth Street and by the East River and Newtown Creek.

Among the large manufacturing establishments in the district are the Kings County oil works, Logwood Works, Smith's box factory, Ward's paper box factory, New York Stamping Company, the Havemeyer sugar works, Orr & Company's lumber yard, Faber's pencil works, Heckler iron works, Smith's American Porcelain Company, Jensen's porcelain works, Reeves & Church's box factory and lumber yard, New York wire and nail factory, Chelsea jute mills, Crosstown car stables, Kent Avenue car stables, Adler veneering and cane seat factory, Leary's ship-yard, Storm's planing mill, two large sash and blind factories belonging to Young & Gerard, Refrigerator Manufacturing Company foot of Guernsey Street, the Rutherford soap works and McCaffrey & Jacob's varnish works.

The company has done active service at all the big fires in Greenpoint and the Eastern District since its organization, and the Herseman bakery fire will ever be fresh in their minds, for it was there that Jonathan Tyack, then Acting Foreman, and George Haight, temporarily detailed to the company, lost their lives beneath the falling walls. At Pratt's oil works fire on Oct. 11, 1888, where Foreman Joseph J. McCormick, James McElroy and Henry Hellen of Engine Company No. 15, were severely burned, they worked for twenty hours without intermission. They were present and did active duty at the Reeves & Church's box factory fire, at Havemeyer's sugar refinery, South Third Street and Kent Avenue, at Church's soda works in 1891, at Heckler's iron works in 1891, and at Palmer's bagging factory fire at the foot of North Seventh Street at which fire Engine No. 15 was burned up, and several firemen had a narrow escape from being crushed by falling walls.

Foreman STEPHEN ALLEN was born in the city of New York, Aug. 13, 1853, and was appointed a fireman on May 28, 1880. He rose from the ranks step by step, and on March 1, 1887, was made Assistant Foreman. On July 1, 1889, he was promoted to the grade of Foreman. During the period of service in the Department and prior to being put in command of Hook and Ladder No. 5, he did active duty with Hook and Ladder Companies Nos. 4 and 8 and Engine Company No. 12. At the Herseman bakery fire, on June 22, 1883, he was so badly burned about the face and body and bruised on the back and legs by falling walls, that he was laid up for nearly six months. Mr. Allen is a bachelor and lives at No. 638 Leonard Street.

Assistant Foreman FRANCIS C. SPILLANE was born in New York City, on Sept. 9, 1861. He is a bachelor and resides at No. 308 Lorimer Street. When appointed to the force, Feb. 16, 1884, he was assigned to duty with Truck No. 6, where he has since remained. He was made an Assistant Foreman on July 1, 1889.

CORNELIUS CUNNINGHAM was born at Lyons Falls, Lewis County, N. Y., on Sept. 15, 1856. He was appointed to the Department on Oct. 6, 1886, and is numbered among the life-savers. On Oct. 23, 1888, a fire occurred at No. 322 Hicks Street, a three-story and attic building. In the attic lived John Gravesmuller, who had but one leg. Cunningham was sent up the ladder to search the attic and while thus engaged, and being almost exhausted by the dense smoke, he stumbled over the cripple. Cunningham seized the unconscious man and dragged him to the window, where a rope was let down from the roof, by which Gravesmuller was lowered to the ground, but he died five weeks later at the Long Island College Hospital. Mr. Cunningham is married and lives at No. 219 Twentieth Street.

PATRICK MURRAY is the driver of the truck. He was born forty-three years ago in Ireland, and was appointed a fireman on March 8, 1888. He served three years in the United States Navy, and in the Volunteer Department days was attached to Ridgewood Hose No. 7.

JOHN CLUNIE was born in Glasgow, Scotland, Oct. 3, 1865, and became a member of the uniformed force, July 21, 1890. He served seven years in the navy, on board the "Minnesota," "Portsmouth," "Constitution," "New Hampshire," "Essex," "Powhattan" and "Wabash." He is a bachelor and lives at No. 188 Kent Street.

MICHAEL REARDON was injured some time ago by the breaking down of the apparatus while on the way to a fire, and he is now detailed to duty at the Bell Tower. He was born in Ireland, Dec. 12, 1859, and was appointed to the force April 2, 1885. Mr. Reardon is married and lives at No. 526 Lorimer Street.

THOMAS McCAFFREY was born in 1832, in the city of New York. He has been a fireman since the date of the organization of the Department, and resides with his family, at No. 156 North Fourth Street. At present he is detailed as an operator to the Sub-Office on South First Street. At the chalk factory fire on South Third Street, in 1869, Mr. McCaffrey was standing on a ladder when the walls fell, and he went down with them and received severe injuries to his back. In the old volunteer days he ran with Engine Company No. 1.

NORMAN HUGHES was born in the Fourteenth Ward, Williamsburg, Oct. 3, 1850, and became a fireman May 8, 1874. While going to a fire he received a severe scalp wound and had his collar-bone broken by the breaking down of the apparatus. He is now doing duty as a operator at the Sub-Telephone Office.

JOHN CONNOLLY was born in Ireland, on March 10, 1845, and has been connected with the Fire Department since its organization, in 1869. Prior to that time he ran with Ridgewood Hose No. 7. He is married and lives at No. 123 Greenpoint Avenue.

JOHN F. MAHER was born in the County Tipperary, in 1867, and became a fireman on March 12, 1891. He lives at No. 571 Driggs Avenue.

GEORGE F. MCGEARY was born in this city on July 26, 1860 and received his appointment Dec. 15, 1885. He was burned severely about the face at a fire at the foot of Manhattan Avenue, a few years ago. He lives with his family, at No. 382 Leonard Street.

EUGENE J. MCKENNA was born in New York City on Oct. 16, 1865, and was appointed to the uniformed force on Nov. 15, 1891.

MICHAEL S. QUINN was born in this city, March 20, 1842. He served in the late war, with the 47th Brooklyn Regiment, and became a fireman Jan. 31, 1882. He is a widower and lives at No. 199 Green Street.

MICHAEL O'KEEFE was born in New York City, July 14, 1855, and on Jan. 31, 1882, became a fireman. At the fire at Pratt's oil works, on Oct. 18, 1888, he was severely burned about the face and hands. Mr. O'Keefe is married and lives at No. 138 North Eighth Street.

CHARLES MCCONEGHY was born in this city, on Sept. 16, 1865. He is a bachelor and lives at No. 159 Meserole Avenue. His appointment is dated Oct. 29, 1890.

ENGINE NO. 32.

Engine No. 32 is the new fireboat, "David A. Boody." The admirable work done by the "Seth Low," which has saved the city some very dreadful conflagrations—notably during the water famine of 1891—and the growing importance of the field in which a fireboat can operate, led Commissioner Ennis to provide for a second fireboat, which is under construction as this book goes to press, and will be in charge of a new company organized for the purpose. This will be Engine Company No. 32, and the fourth new company organized during the present year under the administration of the wide-awake Commissioner who directs the progressive movements of the Department.

The equipment of the new boat is a specimen of the finest mechanical work ever done by the Cowles Engineering Company. The hull was built by Palmer & Son of Connecticut. It has a length over all of 105 feet; length on load water-line, 94 feet, 9 inches; beam moulded, 22 feet, 6 inches; beam over plank, 23 feet; beam over all, 23 feet; extreme deep load draught, 7 feet; depth moulded at frame (the deepest point of the boat), 9 feet, 9 inches; displacement to load water-line, 138 tons. The boat is equipped with a compound engine, 14 x 26 x 18, and two Cowles water tube boilers, each having a heating surface of 1392 square feet and 37 $\frac{1}{8}$ square feet grate surface, and will carry 200 pounds working pressure. The boat is equipped with two sets of fire pumps, 16 by 9 by 10 inches, which will throw eight 2 $\frac{1}{2}$ -inch streams, built by the American Fire Engine Co. A four-inch swivel nozzle will also be a part of its equipment. The propeller is of manganese bronze and has four blades 6 ft. 6 in. in diameter and of 9 in. pitch. She carries also a surface condenser with 1,000 ft. of cooling surface



JOHN J. FANNING, District Engineer Seventh District.

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CHAPTER XIV.

COMPANIES OF THE SEVENTH DISTRICT.

DISTRICT ENGINEER JOHN J. FANNING.

BOUNDARIES OF THE SEVENTH DISTRICT—"DUTCHTOWN" AND ITS "TINDER-BOXES"
—DISTRICT ENGINEER FANNING—AN HONORABLE RECORD IN WAR AND FIRE
DUTY—ENGINE COMPANY NO. 17—LEADERS IN LIFE-SAVING—ENGINE COMPANY
NO. 18—STATIONED BETWEEN CLUB HOUSES AND FACTORIES—ENGINE COMPANY
NO. 22—PROTECTORS OF BROWNSTONE FRONTS—HOOK AND LADDER COMPANY
NO. 8—IN THE HEART OF THE "TINDER BOXES."



EARLY all the Eighteenth and Sixteenth Wards and parts of the Twenty-first and Twenty-seventh Wards are included in the Seventh District. This territory is irregular in shape, and is contained within the following boundary lines:—Throop Avenue, where it adjoins the Fourth District; Graham Avenue, adjoining the Fifth; Maspeth Avenue, adjoining the Sixth; Lexington Avenue to the southeast, Gates Avenue to the east, and to the northeast the city line from Gates Avenue to Newtown Creek. The district is large and, from the fireman's point of view, important. It contains much material for a good rousing fire, such as, under conditions favorable to it, might extend no one knows how far. In the Sixteenth Ward is the settlement known as "Dutch-town," which is composed almost entirely of frame buildings, classed as "tinder-boxes," and fires once started there are very destructive.

DISTRICT ENGINEER JOHN J. FANNING.

District Engineer John J. Fanning, in command of the Seventh District, was a Brooklyn boy who was turned from the peaceful career of a milkman into a soldier by

the breaking out of the War of the Rebellion, won honor and promotion on the field, and owes his present high position in the Fire Department to his merit. He was born in 1845, and was educated in the public schools of this city. On the call for troops in 1861, he enlisted in Company D., 25th New York Zouaves, and won a first sergeant's chevrons by his bravery. He served twenty-five months, and then returned to Brooklyn, where he followed the trade of a ship-carpenter. He never was a member of the Volunteer Department, but he had many friends in it, and in connection with them performed so much fire duty—more, in fact, than many regular members of the Department—that he was regarded as a comrade by his Department associates. On Sept. 16, 1869, he was appointed a member of Engine Company No. 11, in the new Department, and was very soon made driver of his company. The duty was arduous, the company being one of only three to cover the entire Eastern District, for which the only communication with the rest of the city was by the police telegraph, and the protectors of all that region from the East River to East New York and from the Navy Yard to Newtown Creek had to depend largely on their own resources. Driver Fanning performed his duty so well that when the Foreman, the late George A. Frost, was promoted to be District Engineer, he was made Foreman of No. 11. In 1877 he was assigned to Truck No. 6, but preferring his original service he was very glad when, a year later, he was transferred to Engine Company No. 15, located on India Street, in the Seventeenth Ward. At that time there were many small oil refineries on Newtown and Bushwick Creeks, and oil fires were of almost daily occurrence, requiring diligence, courage and good judgment on the part of the Foreman, to save not only property but lives. On the accession of Commissioner Poillon to the charge of the Department, it was decided to create two additional districts, in order to reduce the duty required of the District Engineers, and a civil service examination of the Foremen was ordered to decide who should be promoted. In this examination Foreman Fanning was among the successful ones, his percentage being very high, and on July 1, 1885, he was promoted to his present position. It has been predicted that if a great fire ever does occur in Brooklyn, it will start in the dangerous district in which he is located, but Engineer Fanning has shown good judgment and no serious fire has occurred. The engines assigned to duty here are Nos. 17, 18 and 22, and Truck No. 8. Engineer Fanning is assiduous in his attention to his duties, and with a preference for domestic life spends his spare time with his family.

ENGINE COMPANY NO. 17.

Engine Company No. 17 has been in existence sixteen years, and during that time its members have acquired an enviable reputation for bravery and efficient work. At every fire of consequence and many of little importance, the boys of Engine No. 17 have



ENGINE COMPANY No. 17.

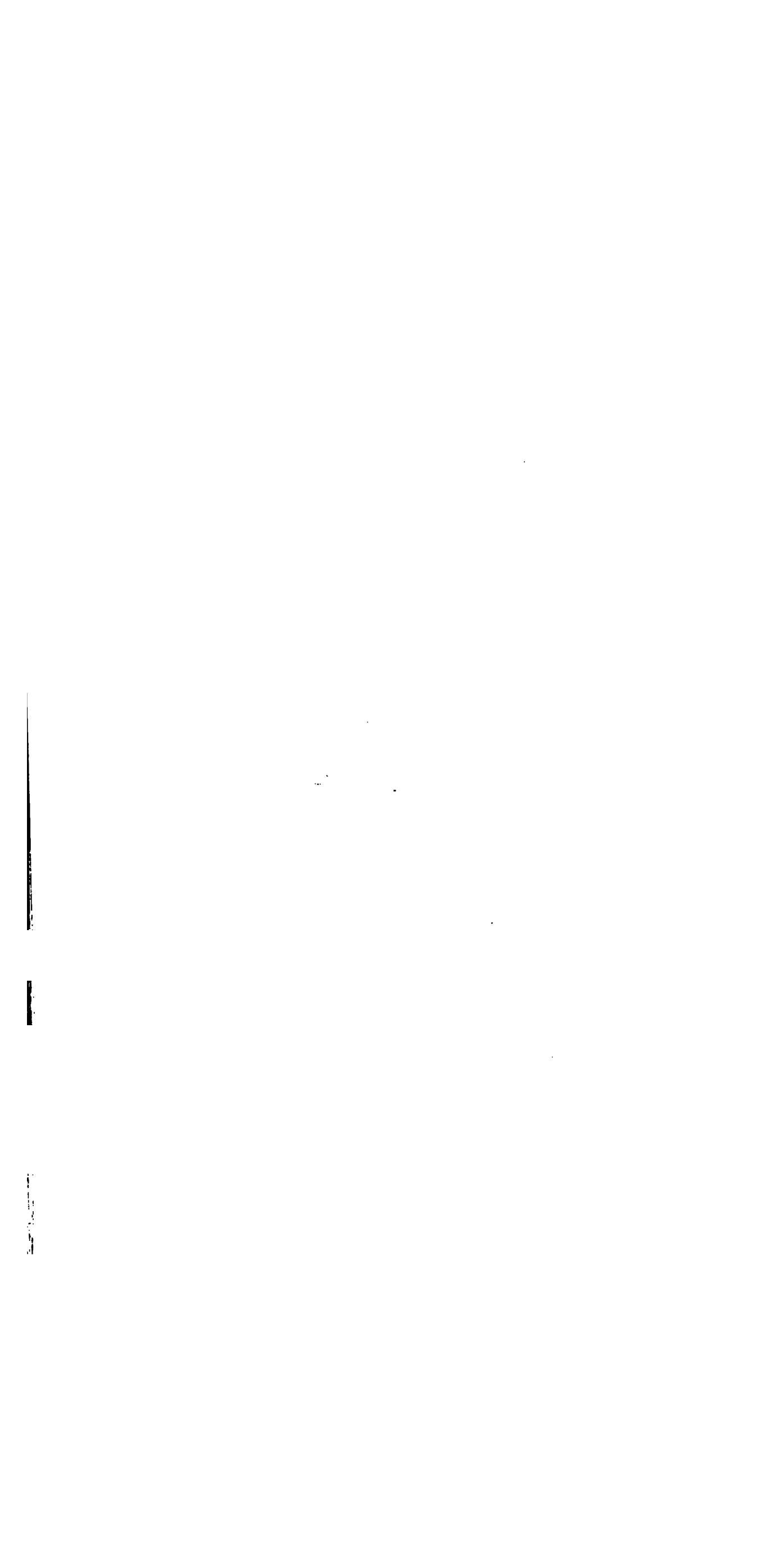
Martin Brady.

Chas. H. Dougherty.

Andrew Boylan. Philip McDonough.

Felix Herling.

Edwin Eichhorn, Thos. Cullin, John J. Egan, Henry B. Burtia, Emmett Boden, Patrick McGuire, David Kinkpatrick, Asst. Foreman, Late Foreman.



been present to fight the flames and risk their lives to save the lives or property of others. The company was organized in 1876 and was located on DeKalb Avenue, near Lewis Avenue, in the Twenty-first Ward. John Connors was appointed Foreman, and at once got his company into a good state of efficiency, which has under succeeding Foremen been kept up ever since. The present quarters of this company are in a handsome two-story brick building specially designed for their occupancy, and it is fitted up with every convenience to facilitate quick work and for the convenience of the men. On the first floor, ready at the sound of the gong to rush forth to any part of the district and fight fire, are the engine and hose-wagon; the four horses, favorites with the men, and known as "Bill," "Dan," "Mike" and "Terry," stand in their stalls at the rear, always ready for a quick run. They can be on the street in seven seconds after the signal is received. The company's life-saving record is a good one. At a fire in a candy store on DeKalb Avenue in 1886, they took three persons from the flames after the building was given up as lost. In their work, one fireman was seriously injured by a falling wall. One of the most dangerous fires to which Engine No. 17 responded, was that of Sept. 21, 1887, which consumed the big four-story brownstone flat-house at Lafayette and Lewis Avenues. The alarm came in at 10 o'clock that night, quickly followed by a second and third alarm. When the engine-company, which was the first to reach the conflagration, came on the scene, they found that the fire had started in the dry goods store of Peter Allsgood on the first floor and was making rapid headway through the building. The front windows of the third and fourth stories were filled with anxious men, women and children, cut off from all escape by the stairways, and watching from their position the flames mounting higher and higher, and coming closer to them with every second that passed. The air was already filled with heat, sparks and smoke, and they could hardly see the street below, or the preparations the firemen were making to rescue them. No hook and ladder company with their apparatus had yet arrived, and the members of Engine No. 17 saw that if anything was to be done to save human life it must be done at once. They scattered in search of a ladder, and found one at a builder's near by. When placed against the building it was found to be about six feet too short to reach the windows. The flames coming from the lower windows were already licking the rounds of the ladder and threatening to burn it away in a few minutes. The firemen were determined to rescue the people and ascended the ladder through fire and smoke. One man took a position at the top of the ladder, clinging as best he could to the smooth brick walls of the building in front of him while a comrade climbed to his shoulders and reached with his fingers the window above. Another member of the company climbed over the living ladder and entered the building. From here he passed the frenzied occupants of the house down to another fireman who in turn passed them one at a time to others, until they

were all placed safely on the ground. Ten persons were thus rescued. The following members of the present company took part in this noble work and were complimented by their chief for having brought credit to themselves and the Department: Phillip McDonough, Martin F. Brady, Patrick McGuire and Thomas Culkin. On the night of Oct. 23, 1891, there was a big fire in a two-story frame tenement house at No. 471 Knickerbocker Avenue. Through the exertions of the members of this and other companies, the occupants escaped without loss of life, and the fire was confined to the one building. Early on the morning of Nov. 16, 1891, a second-alarm brought the boys of old "17" to a big fire in a row of four-story frame tenement houses, extending from Nos. 120 to 126 Nostrand Avenue. There were seventy-two families living in the houses and it was only by almost superhuman work on the part of the firemen that they were saved from a terrible death. The brave firemen entered the houses, through the suffocating smoke, driving out the stupified occupants, and carrying out such as had been overcome by the smoke. The members of the company then turned their attention to the fire itself, taking a position on the roof of the house at No. 124. So perilous was their position that they were obliged to retreat, but not until their hose had burned behind them. Returning to the ground they played water on the third story for an hour and a-half, but the fire was so fierce that it did not seem possible to extinguish it until the whole building was burned to the ground and perhaps some of the adjoining ones as well. Their next hour and a half's work was on the fourth floor. From here, in obedience to orders from the District Engineer, they shifted their hose to No. 122, where for half an hour they worked at the fourth floor. After half an hour's hard work on the fourth floor of No. 120, their work was concluded, and almost ready to drop to the ground from exhaustion, the members of Engine No. 17 returned to their quarters. The fire was under control and not one of the hundreds of occupants of the rickety frame houses had been killed or injured. It was a good morning's work and has added laurels to the brows of the deserving firemen. They were engaged in fighting the flames continuously for seven hours and fifty minutes.

In the big fire on May 16, 1892, at Zoellner Hall, corner of Broadway and Willoughby Avenue, in which two lives were lost, the members of this company succeeded in getting out the family of Carl Richter, the janitor, who lived on the top floor of No. 878 Willoughby Avenue, and this prevented even greater loss of life. In another fire on DeKalb Avenue, near Hamburg, a row of eight three-story tenements was burned down. The houses were thickly populated, and there was great danger of loss of life. The members of this company alone saved seventeen persons from the flames. Among the other big fires at which Engine Company No. 17 did valiant service, were those at the Old Folk's Home, Bushwick and DeKalb Avenues, at which many lives were lost; the famous Brooklyn theatre fire; the Roman Catholic Orphan Asylum, in

December, 1885, where a number of lives were lost; the Ridgewood car stables, in February, 1886; Feigenspan's Ridgewood brewery, in August, 1886; Pratt's oil works, where they fought the flames for twenty-two and one-half hours, and where several firemen were badly injured; Havemeyer's sugar house, Dick & Meyer's sugar house; the saleratus works on Ash Street, where they worked all night; the Adelphi Academy; Palmer's cooper shop, where one man was burned to death, several injured, and a valuable fire-engine destroyed by a falling wall; Smith, Gray & Co.'s store, and at the big fire on Court Street during the water famine.

Foreman FRANK J. DUFFY is a young man to fill his responsible office, but during his whole service with the Department has never been found at fault in any matter of duty. He is a native of Brooklyn and was born January 5, 1855. As a boy, he served an apprenticeship as a shipsmith in the construction department at the Brooklyn Navy Yard, remaining there from 1869 to 1876. On July 7, 1880, he was appointed to the Fire Department and assigned to duty with Engine No. 4. Three months later he was transferred to Engine No. 5, and two years later to Engine No. 7. He received his first promotion, to Assistant Foreman, on July 1, 1889, and was assigned to Engine No. 26. He became a Foreman by appointment on April 27, 1892, and was put in charge of Engine No. 17. On July 19, 1883, while a member of Engine No. 7, he was on duty at a big fire at Harbeck's stores on the water-front. A British ship unloading there had caught fire and the flames communicated to the dock and store-houses. Mr. Duffy and sixteen other firemen were fighting the fire from a position on top of a shed, where they were close to the ship and yet screened from the terrible heat. The rigging of the ship was in flames, and suddenly, without a second's warning, the ponderous mainmast of the vessel fell, striking the shed where the firemen were at work. One fireman, Robert McDougall, whose handsome monument in Greenwood Cemetery was afterward erected by his comrades, was fatally injured. Thirteen others were injured. Fireman Duffy, luckier than his companions, escaped with slight injuries, but was confined to a cot at the Homœopathic hospital for two weeks thereafter. In April, 1891, while a member of Engine No. 26, he was coming down State Street, on his return from supper, when passing a house, he heard a cry and saw flames bursting from the windows. He rushed in and found a woman with clothes on fire, running about in terrible agony, and the sides of the room on fire. Picking up a rug from the floor, he threw it about the woman's form, smothering the flames, and then rushing out again gave the alarm that brought a fire-engine to the spot and put out the remaining fire. The woman, who was terribly burned, had been lighting a kerosene lamp when it exploded, throwing the burning oil over her clothes. Mr. Duffy was at the big fire at Wescheler & Abraham's store, No. 292 Fulton Street, in 1882, at Talmage's church when it burned down a few years ago, at the big penitentiary fire and at

Hyde & Behman's theatre in 1891. Besides these he has been at nearly every fire that Engine No. 17 has been called out to.

Assistant Foreman PATRICK MCGUIRE is a native of New York City, born on April 3, 1855. He was appointed to the Department on June 9, 1883, and first assigned to Engine No. 6. March 1, 1884, he was transferred to Engine No. 18, and again on June 16, 1885, to Engine No. 22, where he was made driver. He came to Engine No. 17, on June 1, 1891, as Assistant Foreman. He was present at the big fire at Harbeck's stores, the one at Worn's furniture factory, in June, 1884; at Herseman's bakery in June, 1884, when two men were killed; at the penitentiary fire in 1890, at the Warner's Institute and adjoining buildings, and at nearly every big fire that Engine No. 17 has worked at since 1883. Mr. McGuire is a faithful and efficient member of the Department.

PHILIP McDONOUGH, the engineer, was born in Dublin, Ireland, on June 18, 1856. He was appointed to Engine No. 17 on April 1, 1885. In Oct., 1890, he went to Engine No. 22 as Assistant Engineer, and came back to Engine No. 17 again on Feb. 7, 1891, as engineer. In the big fire at Feigenspan's brewery, in Aug., 1886, Fireman McDonough saved the life of a man who was pinned down beneath the falling timbers. He has done other good work at fires with this company.

EDWARD EICHHORN was born in Brooklyn, Sept. 1, 1859. He was appointed a fireman Feb. 1, 1882 and assigned to Engine No. 17. He served about four years with Engine No. 18, and seven months with Engine No. 6; the rest of his service having been passed with Engine No. 17. Fireman Eichhorn once had the opportunity, fortunately not often accorded to members of the Department, to save the lives of his own wife and children from the flames. While he was with Engine No. 18, he lived on the top floor of a three-story house at Humboldt and Moore Streets. One night he went out with his company on a still alarm and found the fire to be in his own house. The fire was on the ground floor and filled the stairway with flames and smoke, but the gallant fireman noticed nothing of this as he fought his way up-stairs to the rescue of his wife and little ones. He reached the top floor and succeeded in carrying them down the fire-escape to safety. He helped fight the flames about two years ago on a big British ship at Robinson's stores in Furman Street. More than twenty firemen were overcome by the heat and smoke and it became necessary to sink the vessel to save the surrounding vessels and docks from destruction. At the big fire at Pratt's oil works, he was working on the roof of a building and the flames became so fierce and hot that he came very near being roasted. While backing from his position, he stumbled and fell from the building, striking below in the waters of Newtown Creek. Comrades noticed his fall, and rescued him. Mr. Eichhorn is one of the oldest members of the company.

THOMAS CULKIN, who has been in the Fire Department longer than any other man in the company, was born in Brooklyn, Feb. 20, 1840, and was appointed a fireman May 29, 1871. He served in Engines Nos. 16, 17, 18 and 22 and Trucks Nos. 4 and 8. Owing to long service, he has been present at most of the big fires in the city, serving always with credit to himself.

ANDREW BOYLAN was born in Ireland, April 4, 1860. He was appointed a fireman Nov. 16, 1891, and was assigned to Engine No. 17, and has been with this company since. He has been at all the big fires with his company the past year.

CHARLES H. DOUGHERTY is another New York City man, born Jan. 28, 1854. He was appointed to the Fire Department April 1, 1885.

JOHN J. EAGAN was born in Brooklyn, April 4, 1860. He has become one of the most popular members of the company since his appointment, which was made on July 15, 1889.

FELIX HERLING was born in Germany, Jan. 18, 1871, and is the youngest in years of any member of the company. He was appointed Aug. 11, 1891, and was assigned to Engine No. 17.

FRANK P. MORAN was born in Ireland, Nov. 1866, and was appointed to the Fire Department May 4, 1892.

ENGINE COMPANY NO. 18.

There are no life-savers in Engine Company No. 18, and the reason is that the cry for "help" from a human being, hemmed in by smoke and flame, has never yet reached their ears. But there is not a man in the company who will shirk from his duty when that heart-rending appeal rings out upon the night air. Nevertheless, every man of the company has been where the flames were the hottest, and the smoke densest, and not a few of them will carry scars to their graves of injuries received while in discharge of duty. The company was organized and went into active service Nov. 30, 1887. Its home is on Hart Street, a few doors from Central Avenue, and a very comfortable and attractive place it is. The district in which the company is located is bounded on the north by the city line, on the east by Bushwick Avenue and Siegel Street, on the south by Ralph Avenue and Halsey Street, and on the west by Bushwick Avenue and Boerum Street.

On a first-alarm the men respond to calls from 56 boxes, the farthest being two miles and a-half away. Within this territory are the "Berlin" and Cutter's large dry goods houses, Lesslan's, Traum's and John Schwartz's furniture warehouses, the Iron Clad tin factory, Castle Braid Company, Wall's rope walk, Liska's varnish works, Bonner's cradle manufactory, Rueger's moulding mills, George Och's and Meyer's moulding mills, Sprower's brush factory, DeKalb Avenue car stables, three large stables of

the Brooklyn City Railroad Company, Labor Lyceum, Home of the Little Sisters of the Poor, St. John's College, St. Leonard's Hall, the new building of the Bushwick Democratic Club, the National Athletic Club-house, the Fourteenth and Twentieth Precinct police-station houses, Ryan's paint, wall-paper and carpet storehouses, Renwick Hall, fourteen large breweries, ten churches and four public schools.

Assistant Foreman JOHN FRANCIS WELTON was born in New York City, Dec. 17, 1856. His connection with the Brooklyn Fire Department dates from Feb. 14, 1887. Mr. Welton was promoted to the rank of Assistant Foreman June 1, 1891, and the chances are ten to one that before his career terminates he will be advanced to a higher grade.

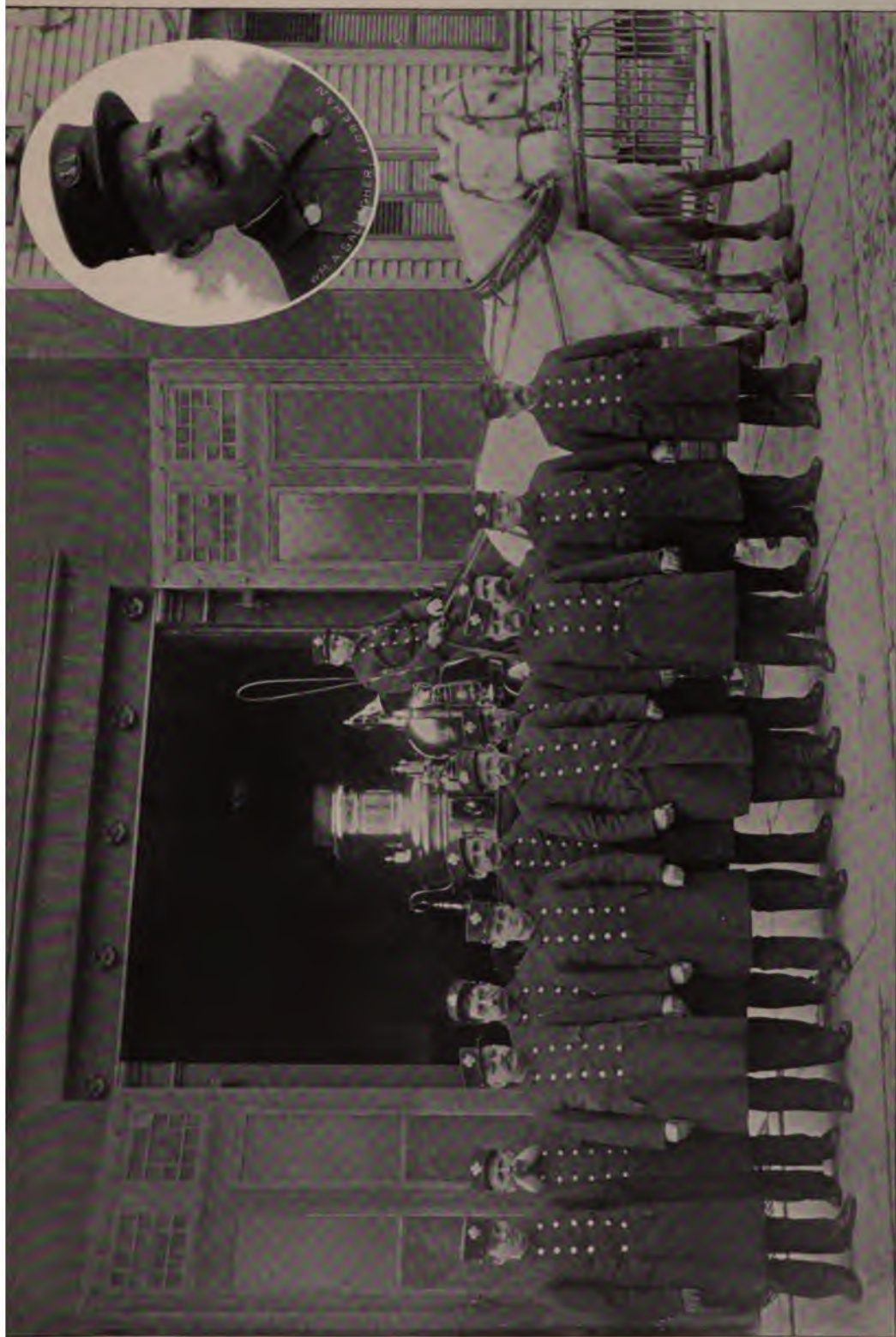
Engineer WILLIAM CUNNINGHAM is a native of Scotland, and was born on Sept. 15, 1842. During the Civil War he was a private in the 3d Regiment, N. Y. Volunteers, and from 1867 to 1869 was a member of Atlantic Hose Company No. 2 of the Volunteer Department. He was appointed a member of the Paid Department, March 26, 1871, and in 1876 was promoted to the grade of engineer, and assigned to Engine No. 16. It is only necessary to look at Engine No. 18 to be convinced that he is an expert at his business.

Assistant Engineer JOHN POHLMAN was born in Brooklyn, Nov. 14, 1845. He was made a fireman and assigned to Engine No. 17 on June 2, 1880, and promoted April 13, 1882.

THOMAS D. DORAN handles the ribbons over "Tom" and "Billy," the two handsome grays who draw the engine. He was born in Brooklyn, Feb. 24, 1848. He was appointed to the uniformed force, Sept. 1, 1870 and assigned to Truck No. 5. On Sept. 18, 1872 he was transferred to Engine Company No. 16, and on April 22, 1878 was promoted to the grade of driver.

CHARLES FREUDEL occupies the driver's seat of the four-wheel hose-cart, and pilots "Ginger" and "Pete," the two fine-looking bay horses attached to it. Mr. Freudel was born in Brooklyn on June 21, 1862, and became a fireman Jan. 2, 1889. The first service performed by him was with Engine No. 16, and covered a period of sixteen days. He was then found to be an expert driver and was transferred to the company to which he is now attached.

Of Fireman THOMAS MCKEEVER it may be said "no better man ever wore a fire-coat." There was no place at a fire that he would hesitate an instant about going into, and it is said of him that he is the last man to leave a burning building when it becomes unsafe to remain in it longer. Mr. McKeever was born in Ireland, Jan. 22, 1842. In the days of the Volunteer Department, he was an active member of Metamora Hose No. 5, and at one time Assistant Foreman. He became a member of the present Fire Department on the day it went into active operation, and since that time has been con-



ENGINE COMPANY NO. 18.

Thomas D. Doran.

Herman Wiegell, Patrick Lavrin.

Jas. McArdle, Fred. Wollesber.

Wm. A. Gallagher, Dist. Eng'r.
 Lito Foreman.

Chas. Price, Chas. Freudel.

Wm. Cunningham, Fred. Wollesber.

Thomas McKeever, John Pohlman.

Louis T. Hauck, Louis T. Hauck.

Peter J. Reilly.

nected with Engines Nos. 13, 16, and 18, and Truck No. 5. During his twenty-three years of service he has many times been seriously but fortunately not fatally injured.

CHARLES PRICE is a native of Brooklyn and was born Aug. 6, 1845. He was appointed to the uniformed force, Aug. 1, 1870, and has been a valuable man to the Department.

HERMAN WEIGEL was born in New York City, Jan. 7, 1871, and has been a seaman in the United States Navy. He was made a fireman Aug. 24, 1890, and though young in years and experience, has in him the right kind of stuff to make a first-class fireman.

PETER J. REILLY was born March 25, 1862 in Brooklyn. Although he has only worn the uniform since Dec. 10, 1891, his work shows him to be a valuable acquisition to the force.

LOUIS T. HAUCK is also young at the business, he having been appointed on Aug. 11, 1891. He was born in New York City on Sept. 24, 1864. Mr. Hauck possesses all the requirements necessary for making a good fireman.

JAMES MCARDLE has been on the force since March 21, 1888, and has made his mark as a faithful, earnest worker. He was born in Brooklyn, Jan. 19, 1856.

PATRICK LAVIN began his career as a fireman on Jan. 2, 1889 and has been attached to Engine Company No. 18 since that time. He was born in Ireland on March 15, 1856. Although but two years in the business his record has been a good one.

There is another member of the company not on the pay roll but who must not be forgotten, and that is "Nell," a handsome greyhound. She has been in the service but a few months but has learned considerable. The company has been called out to some big fires in its day. Among them may be mentioned the fires at Pratt's oil works, Heckler's iron works, Church's soda works, Wiedman's cooperage, Dick & Meyer's sugar refinery, Nostrand Avenue flats, American cocoa-matting works, Och's flat-houses on DeKalb Avenue, Huwer's glass works, Waterbury Rope-walk, Stern's cow stables, Harbeck's stores, Smith, Gray & Company's building, Stover's dry goods' house, and the Zoellner Mannerchor Hall.

ENGINE COMPANY NO. 22.

Located in one of the most aristocratic portions of the city of Brooklyn, the house occupied by Engine Company No. 22 on Quincy Street, near Patchen Avenue, in the Twenty-fifth Ward, is surrounded on all sides by handsome brownstone and frame private residences and first-class apartment houses. The company was organized on June 16, 1885, by Fire Commissioner Richard H. Poillon. In the district covered by it on a first-alarm there are 64 boxes, which are distributed about in the territory lying between

the city line on the north, Myrtle Avenue and Broadway on the east, Atlantic Avenue on the south and Stuyvesant Avenue on the west, in all about three miles square. In this territory besides the hundreds of elegant private residences are the House of the Good Shepherd, Lutheran Home for Aged Women, Warner Institute, Public Schools Nos. 26, 74 and 75, Bohannon's immense lock factory, Church of Our Lady of Good Counsel, of which Rev. Father Mahoney is pastor, the Reid Avenue Methodist Episcopal church, and any number of smaller churches, DeKalb Avenue car stables, Green and Gates Avenue car stables, Ebert's brewery and Eppig's brewery. It is in this district that County Clerk Cottier, School Trustee Ferris and George Glendenning, the leader of the Twenty-fifth Ward, reside.

The majority of the men in the company have been in the service for many years, and notwithstanding this fact they have fortunately escaped serious bodily harm and with but one exception have not been called upon to rescue a fellow being cut off by flame and smoke.

Foreman JOHN A. KEVENY was born in the County Roscommon, Ireland, on May 6, 1847, and came with his parents to Brooklyn when he was six years of age, and settled in the Fifteenth Ward. He attended Public School No. 18 and completed his education at the Parochial School attached to Father Malone's parish. After being three years in the Custom House as a broker's clerk, he engaged in a more lucrative business, which he pursued up to the time of his appointment to the Fire Department on Dec. 31, 1869. He was assigned to duty with Engine Company No. 11, then transferred to Engine No. 9 and subsequently back to Engine No. 11, from which company he was detailed to the Kerosene Bureau for three years as an Inspector. He gave up his position in the Kerosene Bureau on March 1, 1887, to become Assistant Foreman of Engine Company No. 11, and while holding that rank he was, on July 1, 1889, promoted to the rank of Foreman and sent to take command of this company. When the Civil War broke out he went out with the 56th Regiment New York State Militia, and received an honorable discharge when the regiment was mustered out of service. As a volunteer fireman he ran for two years with Victory Engine No. 13. During his long period of service in the Department he has escaped injury.

Assistant Foreman JAMES L. HAVILAND was born in Brooklyn on Jan. 28, 1848, and became a fireman on Feb. 8, 1876. He was assigned as a private to Engine Company No. 17. On Jan. 15, 1882, he was promoted to the grade of engineer, and on March 1, 1887, he was made Assistant Foreman, which position he held up to June 1, 1891, when he was transferred to No. 22. While a private in No. 17 he was accidentally knocked off a wagon and had his head so badly cut that he was unable to do duty for over two months.

Engineer TIMOTHY J. DOLAN was born in the County Roscommon, Ireland, on



ENGINE COMPANY NO. 22.

Thomas S. McCue.

Edward Boerum, Daniel R. Ketcham, Michael Langan, Benj. F. Delamater, Frank P. Hart, Timothy Dolan,
 William Foley, Bryan Duhigg, Clatus Burke, John Mackin, Andrew Tennant, James L. Haviland, John A. Kevery,
 Asst. Foreman, Foreman.

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Washington's Birthday, 1840. For five years, 1862-67, he was actively engaged in the United States Revenue Marine Service in looking for smugglers. He was appointed a fireman on July 9, 1872, and assigned as engineer to No. 13. At the organization of Engine Company No. 19, he was transferred there and later sent back to Engine No. 13, where he remained until the organization of this company.

EDWARD BOERUM, the stoker, was born in the city of Brooklyn, on April 25, 1842. He fought in the Civil War, with the 47th New York Volunteers, from 1861 to 1864, and at the battle of Cold Harbor, Virginia, was wounded in the right shoulder. On Feb. 15, 1879, he was appointed a fireman and assigned to duty with Engine Company No. 9, where he remained up to the time of the organization of this company. While a member of Engine No. 9, one of the horses kicked him on the left knee joint and seriously injured him. A year later, on the way to a fire, a DeKalb Avenue car ran into the tender and upset it, and Mr. Boerum received severe injuries to his spine.

THOMAS J. MCCUE, the driver of the engine, was born in the Fourteenth Ward of Brooklyn, on Nov. 19, 1863. He became a member of the uniformed force, on Sept. 7, 1887, and has served continuously since that time with Engines Nos. 11, 21 and 22. At the fire in Bartlett's stores, in July, 1890, Mr. McCue was so badly overcome by the heat and smoke that his life, for a time, was despaired of.

JOHN MACKIN is one of the old-timers of the new Department. He was a volunteer fireman as well, and in the dark days of the Rebellion for twenty months shouldered his musket with his comrades of the 125th New York Volunteers and marched with them into the thickest of the fight. For another year he served his country well and faithfully on board the transport steamer "Corwin." When peace was restored he returned to his home and joined with his friends and neighbors in the grand work of saving the lives and property of Brooklyn's citizens. When the Legislature of the State of New York did away with the old system, John Mackin was among the number of "old vamps" who made application to the first Board of Fire Commissioners for appointment in the Paid Department. He was a successful candidate and on Aug. 18, 1870, he donned the uniform and began his new career with Hook and Ladder Company No. 3, and remained in that company until Engine No. 22 was organized. At a fire on Doughty Street, when he was a member of Truck No. 3, Mr. Mackin found an unconscious woman on the top floor of the burning dwelling and carried her down the ladder to the street. He afterward assisted in rescuing three other members of the same family who had been overpowered by the heat and smoke.

WILLIAM FOLEY was born in the Thirteenth Ward of Brooklyn, on June 23, 1853, and became a fireman on Jan. 24, 1887. Since that time he has done duty with Engine No. 21 and Hook and Ladder No. 4 and was transferred from the latter to Engine No. 22, in May, 1890.

BRYAN DUHIGG was born in County Limerick, Ireland, on Dec. 18, 1841. He was made a fireman on April 22, 1878, and when Engine Company No. 22 was organized he was transferred from Engine Company No. 18, of which company he had been a member from the time of his appointment.

CLATUS BURKE was born in the old Ninth Ward of Brooklyn, and is one of the late appointees to the Department. He first donned the uniform on July 17, 1891, and was assigned to this company.

BENJAMIN F. DELAMATER was born in the city of New York, on Oct. 28, 1841, and prior to becoming a fireman, on April 20, 1878, he served in the United States Navy. He was a member of Engine Company No. 13 when his transfer to this company took place.

DANIEL R. KETCHAM was born in New York City on Sept. 9, 1833. He was appointed a member of the new Department when it was organized and did duty with Engine Company No. 11, up to the time of his transfer to this company. He is now detailed to the Kerosene Bureau as an Inspector.

FRANK PYBUS HART was born in New York City on Jan. 20, 1857, and he has been connected with the uniformed force since Aug. 11, 1891.

MICHAEL LANGAN was born in Ireland on March 11, 1844. He was appointed bell-ringer Dec. 2, 1879. When that branch of the Department was abolished he was assigned to duty with this company, where he remained in active service up to June 12, 1892, when he was transferred to Engine Company No. 18.

ANDREW TENNANT was born in Boston, Mass., on Oct. 26, 1847. He became a fireman on the date of the organization of the present Department, and is detailed from this company to the Repair-shop.

The men who compose this company are intelligent, active and fearless, and are in every way a credit to the Department. They are equipped with a second-class Amoskeag engine, a two-wheel hose-cart and three well-trained horses. Since the company has been organized they have had several fires which have been both wearisome and perilous. Among them were those at Pratt's oil works, Adelphi Academy, Bartlett's stores, Remsen's carriage factory, Stover's dry goods' house, the Warner Institute, the Commercial Street sugar house, and in Smith, Gray & Company's building at the junction of Flatbush Avenue, Fulton and Nevins Streets.

HOOK AND LADDER COMPANY NO. 8.

Hook and Ladder Company No. 8 occupies a two-story brick structure with brown-stone facings, on Siegel Street near Graham Avenue, in the Sixteenth Ward. The district covered by this company is a large and particularly dangerous one, for the reason that nearly every lot has a front and rear house standing upon it, the majority of



HOOK AND LADDER COMPANY No. 8.
Wm. Tracy.

John J. Fanning, John J. Fee, Henry Wackerman, Francis McLarney, Jacob Lehman, Geo. Lampart, Quincy J. Kraft, Richard S. Wood,
Dist. Engineer, Foreman, Asst. Foreman.

Joseph Davis, Bernard A. Matschke, Chas. E. Fernald, Francis Bowers, Philip Frey.

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which are four-story frame dwellings occupied chiefly by German families. On a first-alarm the members respond to calls from 108 boxes, which cover the territory bounded by Leonard and Jackson Streets, by Newtown Creek, Atlantic and Albany Avenues, and by Penn Street and Broadway. In addition to this they cover 88 boxes on a second-alarm and 56 on a third-alarm, which latter takes in the Greenpoint District. On "special calls" they go down to the Western District. Among the large buildings in the district are St. Catherine's Hospital, the Montrose Avenue Orphan Asylum, St. Joseph's Home, St. John's College, Home for the Aged, the Beecher Home, St. John's Orphan Asylum, Roman Catholic Orphan Asylum, Holy Trinity Roman Catholic Church, St. Mary's Catholic Church. There are also in this district several public schools, the Lyceum Theatre, Batterman's dry goods and furniture stores, Berlin's dry goods house, Worn & Sons' furniture factory, the Iron Clad manufactory, Bossert's lumber yard, Newman's lumber yard, and Ruger's sash and blind factory.

This company was organized Nov. 30, 1887. The house was formerly occupied by Engine No. 18. It has a second-class Hayes truck with extension-ladders, which was built in 1890. "Tom," a gray horse, and "Frank" and "Billy," dark bays, all fine, serviceable young horses, furnish the power for transportation. District Engineer Fanning's horses "John" and "Dick," a roan and chestnut, also have their quarters in the house. The apparatus and horses are always in the pink of condition when not in active service. There are among the members those who have been in perilous positions while in the discharge of their duties as protectors of the property and lives of citizens, and still others who have unflinchingly thrown aside all feeling of personal safety to save the lives of those who were cut off by smoke and flame.

Foreman JOHN J. FEE was born in Belfast, Ireland, on April 23, 1856. He is married and resides with his family at No. 31 Stuyvesant Avenue. He served four years in the 69th Regiment, N. G. S. N. Y., and resigned to become a fireman. When he was appointed, on April 22, 1876, he was assigned to Engine Company No. 13 on Powers Street. From it he was transferred to Engine Company No. 18, then to Engine No. 17, and while attached to this company on March 1, 1887, he was promoted to the grade of Assistant Foreman. On Feb. 1, 1890, he was advanced to the grade of Foreman and placed at the head of the company which he now commands. On the evening of Jan. 14, 1880 while Mr. Fee was attached to Engine No. 13, a fire broke out in a three-story frame house at the corner of Bushwick Place and Montrose Avenue. When the company reached the fire, Mr. Fee was ordered to take the pipe up the ladder to the top floor. He reached the point indicated and was standing on one of the window-sills when he felt the front wall rocking. In an instant he realized his peril, and sprang off the sill just as the walls fell with a terrific crash, carrying down with them twelve brave men, among them Foreman William Baldwin of Engine No. 16, who was

so badly injured that he died three days later. Foreman Baldwin was the first fireman killed under the new Department, and the first to be honored with a monument. Mr. Fee, in his rapid and perilous descent, landed fortunately in a pile of soft dirt in the street and escaped with slight injury. At a fire at No. 128 Ewen Street, Sept. 28, 1880, he rescued Mrs. Uhlman, the wife of the proprietor of a Grand Street dry goods store, who had been overcome with the smoke. At a fire in Ewen Street, near Johnson Avenue, Mr. Fee saved the life of a little boy by bringing him down the fire-escape from the top floor of the burning building. Mr. Fee was in charge of Engine Company No. 17 on Jan. 8, 1890 at a fire at No. 300 Throop Avenue, and assisted in removing from the ruins the bodies of six persons.

In the foremost rank of life-savers stands Assistant Foreman HENRY WACKERMAN, a man modest and retiring by nature, little given to speaking of incidents in his career as a fireman, but as brave as a lion where duty calls. He was born in this city, Sept. 25, 1860, and lives at No. 312 Maujer Street with his family. On Feb. 3, 1887, he received his appointment to the uniformed force and was assigned to duty with Engine No. 17. He was promoted to the grade of Assistant Foreman and on June 2, 1891, placed second in command of Engine No. 12. Subsequently he was transferred to this company. On the evening of Sept. 21, 1887, a few months after Mr. Wackerman became a member of No. 17, a "still alarm" came in from the corner of Lewis and Lafayette Avenues. When the company reached the scene the fire had worked itself up to the third story and had cut off all means of escape for the Nolan family which occupied the top floor. The family consisted of Mr. Nolan, his wife and four children, and they were at the windows imploring piteously for some one to save them. Mr. Wackerman tried to reach them by the fire-escape at the rear of the house, but the iron ladder burned his hands so badly that he had to give it up. The truck company had not yet reached the fire although an alarm had been sent out, and the only ladder available was a mason's ladder which had been hastily brought from a building in course of erection half a block away by Mr. Wackerman. The ladder was set up on the side of the house nearest to the kitchen and dining-room windows where the Nolan family were gathered, but it would not reach within five feet of the window-sill on that floor. The smoke was pouring out of the windows on the lower floors in such volumes as to almost stifle a person mounting the ladder. Mr. Wackerman threw off his rubber coat and his fire-hat and sprang up the ladder. When he reached the top round, he shouted to Mr. Nolan to pass out the children one at a time. The brave fireman stood on the top round with his face and body pressed against the building and without a single thing to save him from falling backward, but he assured Mrs. Nolan that it was perfectly safe to pass the children out to him. It was a perilous undertaking, but when the first child was passed out he took a firm hold of its clothing with his teeth and

swung the little one up on his shoulder, and then after getting carefully down one round slid the rest of the way down the ladder. In this way all the children were brought down safely, but when it came to getting Mrs. Nolan out, Fireman Wackerman, who was becoming exhausted, realized the fact that only by the utmost coolness on the part of the woman and himself could they ever reach the ground alive. Mr. Nolan, taking a firm hold of his wife's hands, lowered her carefully over the window-sill. "Talk to her and keep her looking up," shouted the brave man to Mr. Nolan, and the direction was carried out to the letter. Had not Mrs. Nolan been a brave woman both she and her rescuer would have been dashed to pieces on the ground, but she obeyed every direction given her until the courageous man had secured her firmly with one arm and taken the first step downward to a position where he could get a firm hold on the ladder with his unoccupied hand. When he had gained the ground in safety, both the rescued and the rescuer were received with cheers. Mr. Wackerman ascended the ladder again to rescue Mr. Nolan, but in the meantime other engine and truck companies had arrived and Mr. Nolan had been taken out by a front window. As he was descending the ladder, congratulating himself that his perilous work was over, the crowd in the street began to shout, "There's a girl on the second floor, go in and get her." Fireman Wackerman swung himself from the ladder and got into the second-story window. The fire was burning fiercely in the rear of the apartments and the smoke almost overcame him. He groped about until he came to a bedroom, but before he could reach the bed he was obliged to go to a window for air. Then he called for a lantern and groped his way back until he found the bed, but there was no one in it. He held the lantern close to the floor and discovered a man of large build with his head and arms jammed in the narrow space between the lower part of the bed and the floor. He was wedged in so tightly that Mr. Wackerman had great difficulty in getting him out. The next difficulty was to get the man, who was very heavy, to the window. This was only accomplished by lifting him along a foot at a time. It was an arduous task, and before it was accomplished, Mr. Wackerman was scorched and so overcome by the smoke that when he was taken to the engine-house, his chances of recovery for a time were exceedingly doubtful. The man for whom he had taken the great risk was an invalid, who had been unable to more than roll from his bed and try to crawl under it when he was overcome by the smoke. When taken out into the street life was extinct. Mr. Wackerman had an experience at the Havemeyer sugar house fire on Sept. 7, 1889. Two of the sugar house men were standing on a gravel roof in the rear of the burning building holding the immense pipe of the fireboat "Seth Low." The pipe got the best of the men, and, owing to the immense pressure of water being forced through it, began to dance at a furious rate about the roof, throwing the gravel like hot shot in every direction. Several men tried to get hold of it before it caused serious damage, but were unable to

cope with the great nozzle, which was tearing up the roof at a lively rate. Mr. Wackerman made up his mind to take a chance with it, and watching his opportunity flung himself full length on the hose and grasped the pipe with both hands. The thing seemed to gain renewed strength when it found there was an effort being made to capture it. It jumped about so viciously that before Stephen Allen, now Foreman of Truck No. 6, and two other men could get to Wackerman's assistance, the latter's rubber boots had been torn from his feet, the coat from his back and his fire-hat flung a considerable distance away. All this had happened while a messenger was running to the fireboat to have the stream shut off. During the tussle with the pipe Mr. Wackerman received bruises all over his body, and an injury to his back which still causes him much trouble.

FRANCIS BOWERS is another life-saver, having twice saved the life of Fireman Jacob Lehman. On the first occasion Lehman was trying to board the truck while it was on the way to a fire. He missed his footing and would have been crushed beneath the wheels of the heavy apparatus had not Bowers at great personal risk to himself seized him and hung on to him until he regained a foot hold. At the big candy factory fire on North Third Street in 1889, Bowers and Lehman were on the third floor near the rear windows. The floor suddenly gave way and went down with a crash, only leaving the last beam nearest the window on which Bowers was standing. Lehman was disappearing with the floor when Bowers clutched the window-sill and reached down and seized Lehman by the neck and dragged him up on the beam badly cut and bruised. Mr. Bowers was born in this city, Sept. 15, 1861, and has been a member of Truck No. 8 since his appointment to the Department on Aug. 1, 1889. He is married and lives at No. 296 Ellery Street.

JOSEPH DAVIS was born in Germany, Jan. 6, 1846. He served in the Civil War, and was appointed a fireman Jan. 1, 1880. He is married and lives at No. 43 Graham Avenue. On the morning of Jan. 8, 1890, Mr. Davis assisted in rescuing six persons from the ruins of a house on Throop Avenue which had been crushed by a falling church, all of whom were seriously injured, two so badly that they died a short time after being dug out. Mr. Davis was injured on Feb. 16 by the falling of a heavy door while he was at work at a fire.

JACOB LEHMAN was born in New York City on Feb. 1, 1842. He is married and is the father of nine boys, and lives at No. 29 Scholes Street. He was appointed to the Department Feb. 15, 1879, and is now detailed as bell-ringer. He assisted in taking out the six persons who were buried in the ruins of the crushed building at No. 300 Throop Avenue.

WILLIAM TRACY, the driver of Truck No. 8, was born in this city, Sept. 21, 1847. He is married and lives at No. 179 Maujer Street. He was assigned to Engine Com-

pany No. 13 at the time of his appointment, Feb. 14, 1887, and was transferred subsequently to Truck No. 8.

BERNARD A. MATSCHKE, the tiller-man, was born in New York City, Dec. 31, 1865. He enlisted as an apprentice in the United States Navy, on Sept. 3, 1883. When he was discharged on Dec. 30, 1888, he was captain of the top on the "Essex." He was appointed a fireman April 1, 1890, is married and resides on Ewen Street.

FRANCIS MCLARNEY is a first-grade fireman and was appointed Jan. 1, 1888. He was born in the city of New York, May 15, 1855.

RICHARD S. WOOD is a third-grade fireman, having been appointed Nov. 16, 1891. He was born in Kings County on Dec. 28, 1865.

GEORGE LAMPERT was born in this city on June 4, 1854, and received his appointment on June 15, 1889. He is married and lives at No. 719 Hart Street.

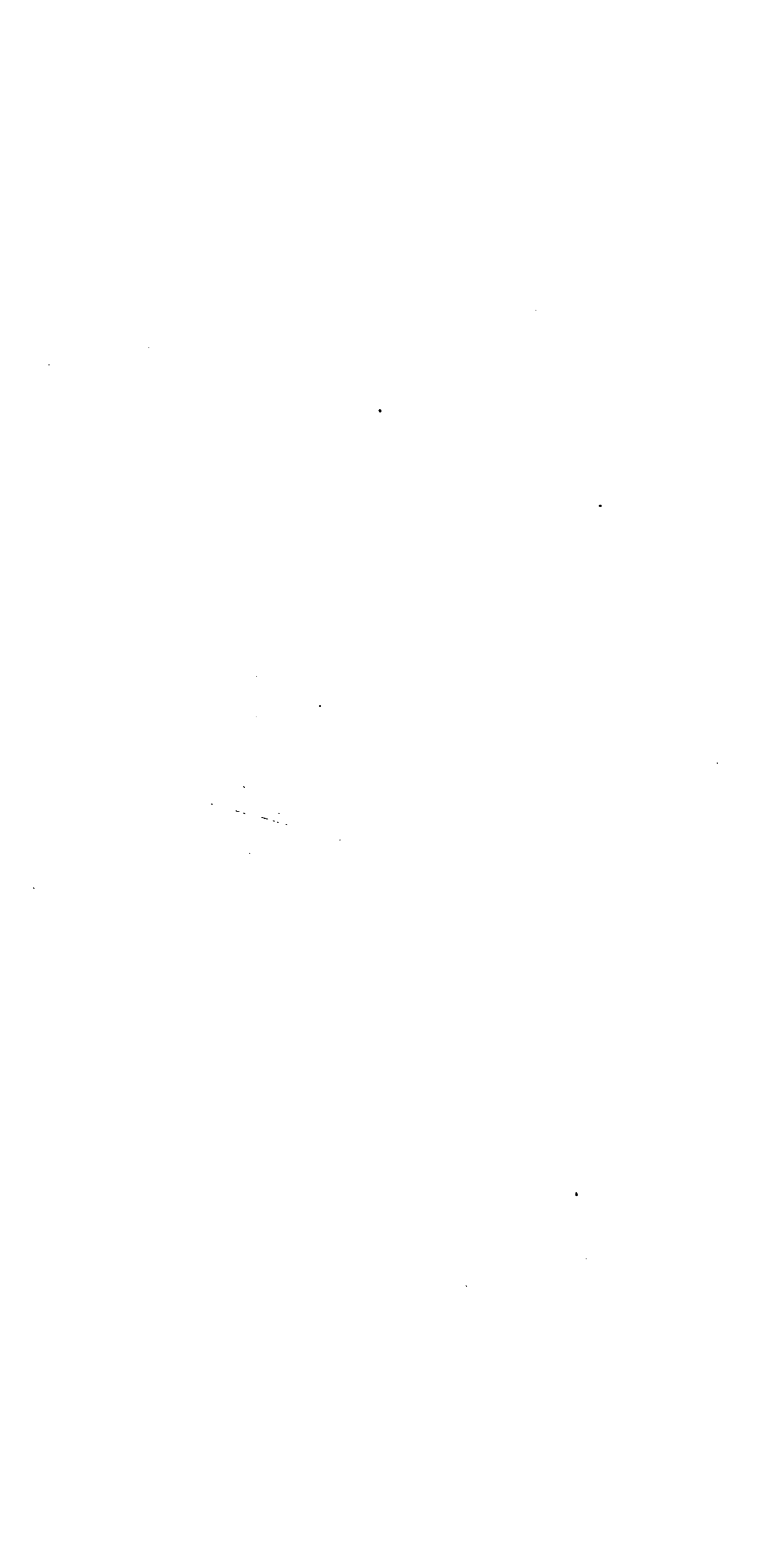
CHARLES E. FERNALD was born in New York City, May 22, 1862, and was made a fireman April 1, 1885, and sent to Engine Company No. 14. He was transferred to his present company in 1891. Mr. Fernald is married and lives at No. 68 Graham Avenue.

QUINCY J. KRAFT has been a fireman since Jan. 2, 1889, and since that time has been attached to this company. He was born in the city of New York, Oct. 22, 1866, is married and lives at No. 35 Montrose Avenue.

The first fire which this company attended after it was organized was at Lawrence's rope-walk on Maspeth Avenue, Dec. 2, 1887, at which \$20,000 worth of property was destroyed. It has done active work at all the big fires since.



DENNIS McGROARTY, District Engineer Eighth District.



CHAPTER XV.

COMPANIES OF THE EIGHTH DISTRICT.

DISTRICT ENGINEER DENNIS MCGROARTY.

ON THE LINE OF THE KINGS COUNTY ELEVATED—A DISTRICT OF HOMES ACCESSIBLE BY THE RAILROAD—DISTRICT ENGINEER MCGROARTY—A UNITED STATES ARTILLERYMAN AND VOLUNTEER FIREMAN—ENGINE COMPANY NO. 14—AMONG HOSPITALS AND PALACES—ENGINE COMPANY NO. 19—AMONG SCHOOLS, CLUBS, CHURCHES AND ARMORIES—HOOK AND LADDER COMPANY NO. 5—HEROES OF MANY "CLOSE SHAVES"—HOOK AND LADDER COMPANY NO. 11—A BUSY FIRST YEAR—ENGINE NO. 34—THE BABY COMPANY OF THE DEPARTMENT.



HAVING the Kings County Elevated Railroad as a base line for the description of the limits of the Eighth District, it may be said that the district includes everything between the railroad, Flatbush Avenue and the city line at Flatbush, to the right of the Elevated, going uptown from Cumberland Street to Rochester Avenue; and besides that, all between this road at the left and the Union Elevated on Lexington Avenue, from Grand Avenue to Reid Avenue. This forms a large and important district, and the four companies designated to look after it are distributed at intervals throughout the length of it, not far from the elevated railroad as a central line. It is a vast centre of homes that makes up the district, such as the elevated road would be likely to develop along its line; and while there is a good deal of manufacturing too, it is principally as a residential district that it must be regarded. A noteworthy feature of the district is the presence in it of a large proportion, perhaps the majority, certainly more than in any other districts, of the public institutions, hospitals, etc., which, with their thou-

sands of the helpless and young, constitute a most sacred trust, and call on the fireman to be especially careless of his own safety to lend succor to those who may so sorely need it.

DISTRICT ENGINEER DENNIS MCGROARTY.

The Eighth District is commanded by District Engineer Dennis McGroarty. He was born in Ireland in 1844, and one year later his parents came to this country and settled in the Ninth Ward of Brooklyn. He received his education at Public School No. 9. When the Civil War broke out he was but seventeen years of age, but he was bubbling over with patriotism and resolved to give his life to his adopted country if necessary. He found that his youth was a difficult obstacle to surmount in his ambition to become a soldier, but he overcame it and it was the happiest day of his then brief existence when he was allowed to wear the blue uniform provided by Uncle Sam, and shoulder a musket as a private in the Fifty-first Regiment New York Volunteers. In 1862, at his own request, he was transferred to Battery K., First United States Artillery, in which company he was promoted to be a corporal, and held this rank until January, 1864, when he was honorably discharged from the service. He immediately enlisted in Battery G., Third United States Artillery, and soon after was promoted to the rank of sergeant. At the battle of Beverly Ford, Va., he was so seriously wounded in the thigh as to incapacitate him for service, and necessitate his second honorable discharge from the army on July 29, 1865. On his return to his home in Brooklyn, Mr. McGroarty found employment as a hatmaker, with the firm of Pierce, Hall & Company. As a volunteer fireman he was an active member of Goodwill Engine Company No. 4, then located on Underhill Avenue, near Bergen Street. When the new Department came into existence, Mr. McGroarty was made a driver and assigned to Hook and Ladder Company No. 2, the boundaries of their district being from Fort Green to East New York, and from the Wallabout to Flatbush. When Engine Company No. 14 was organized in 1872, Mr. McGroarty was promoted to the rank of Foreman and put in command. At the St. John's Orphan Asylum fire, he saved the lives of three little boys, who but for his prompt action would have perished in the flames. On July 1, 1885, he was promoted to the rank of District Engineer, by Commissioner Poillon, and put in charge of the Eighth District. His district, one of the most important in the city, was, soon after his promotion, enlarged so as to include the Twenty-sixth Ward, increasing his responsibilities, and although the redistricting of 1892 has somewhat reduced the earlier extent of it, he still has a vast territory to be responsible for. In his career as a District Engineer he has performed many creditable and noteworthy acts, one of which deserves especial mention, for it was through his promptness and cool-headedness and with the assistance of members of Engine Com-

pany No. 14, that the life of Eliza Millard, an elderly woman, was saved on the night of Nov. 23, 1888, at No. 45 Albany Avenue. Mr. McGroarty is not only a popular man in the Department, but also in the district in which he lives and over which he has supervision in fire matters. During his career as soldier and fireman he has made a record of which any man might be proud.

ENGINE COMPANY NO. 14.

The city has no more efficient factor in its excellent Fire Department than Engine Company No. 14, which was organized twenty years ago, and has since won a record most creditable to itself and the Department at large. Its house is at No. 231 Herkimer Street, between New York and Brooklyn Avenues. The company covers a most important and extensive district, which includes portions of the Seventh, Ninth, Twenty-third and Twenty-fifth Wards, and nearly all the Twenty-fourth Ward. It is bounded by Ralph Avenue, Grand Avenue, Lafayette Avenue and the city line. Several square miles of Brooklyn's territory is included within these boundaries. Until a few years ago the district was rather sparsely settled, but now it is dotted all over with houses, adding largely to No. 14's labors and responsibilities as a fine guardian. It is essentially a residence district, factories being few and far between. And it differs from every other district in this respect, that it contains probably one-half of Brooklyn's public institutions, a condition of things which calls for the exercise of the greater vigilance on the part of the men attached to the company. Under the roofs of these institutions—asylums, homes, retreats and hospitals—from six thousand to eight thousand persons are housed temporarily or permanently. A large percentage of them are children, aged men, and women or invalids who would be helpless in case of a fire. Among the more important ones are St. John's Catholic Home for Boys, St. Mary's Hospital, St. John's Hospital, Home for the Aged, and Home for Orphans, St. Joseph's Home for Mutes, the Nursery and Children's Hospital, the Home for Consumptives, the Colored Zion Home for the Aged, and the Colored Orphan Asylum, the Brooklyn Orphan Asylum, the Home for Incurables and the Penitentiary. Besides these there are twelve public schools, Nos. 3, 15, 25, 26, 28, 35, 41, 42, 44, 57, 68, 70, the Girls' High School, the new Boy's High School, fifty-three churches, the Union League Club-house, the Brevoort Hotel, and a number of magnificent apartment houses. Some of the most costly residences in Brooklyn, especially those on St. Marks Avenue and Pacific Street, are located in No. 14's district. A number of street car companies have immense stables there also. Something like seventy per cent. of the structures are frame. Fires have occurred within this district that would have been marked by the most disastrous consequences but for the timely arrival and effective work of this engine-company. This is a matter of public record and one of which the gallant members of it feel proud.

Engine Company No. 14 may be ranked as a veteran, as it has been in existence for over twenty years. It was organized in 1872, or shortly after the old Volunteer Department passed out of existence. By a happy coincidence, it began its career on the nation's holiday, July 4, with Dennis McGroarty as Foreman. At that time its district was much larger than it is at present, and the men had to attend to every call coming from that part of the city which was bounded then by Flushing and Washington Avenues, the city line on the south and the New Lots line on the east. It seems hardly possible that one fire engine company could cover so extensive an area and yet do it well, but No. 14 did it and did it with splendid results, as the fire records show. To-day No. 14 answers all alarms in the section bounded by Lafayette, Grand, and Ralph Avenues and the city line. Second-alarms call it to points in some cases nearly a mile beyond these limits, except on the southern or city line. Third-alarms call it much further, and special alarms bring it to the furthest parts of the city. The recent organization of Engine Company No. 31 in the Twenty-sixth Ward, has reduced the eastern end of No. 14's territory about one-half mile. This change was absolutely necessary in view of the rapid increase in the number of buildings in the Twenty-fourth, Twenty-fifth and Twenty-sixth Wards. Within a few years several hundred frame structures have been erected in the Twenty-fourth Ward alone. During its extended career Engine No. 14 has attended hundreds of fires and has done effective work. It has always been prompt in answering calls, and zealous in its efforts to save life and property, and citizens living within its bailiwick have always been loud in their praises of its work. To the credit of this branch of the fire service it may truthfully be said that very few of the fires which have occurred within its territory were marked by loss of life. This can be said without detracting in the least from the splendid records of the other fire-companies.

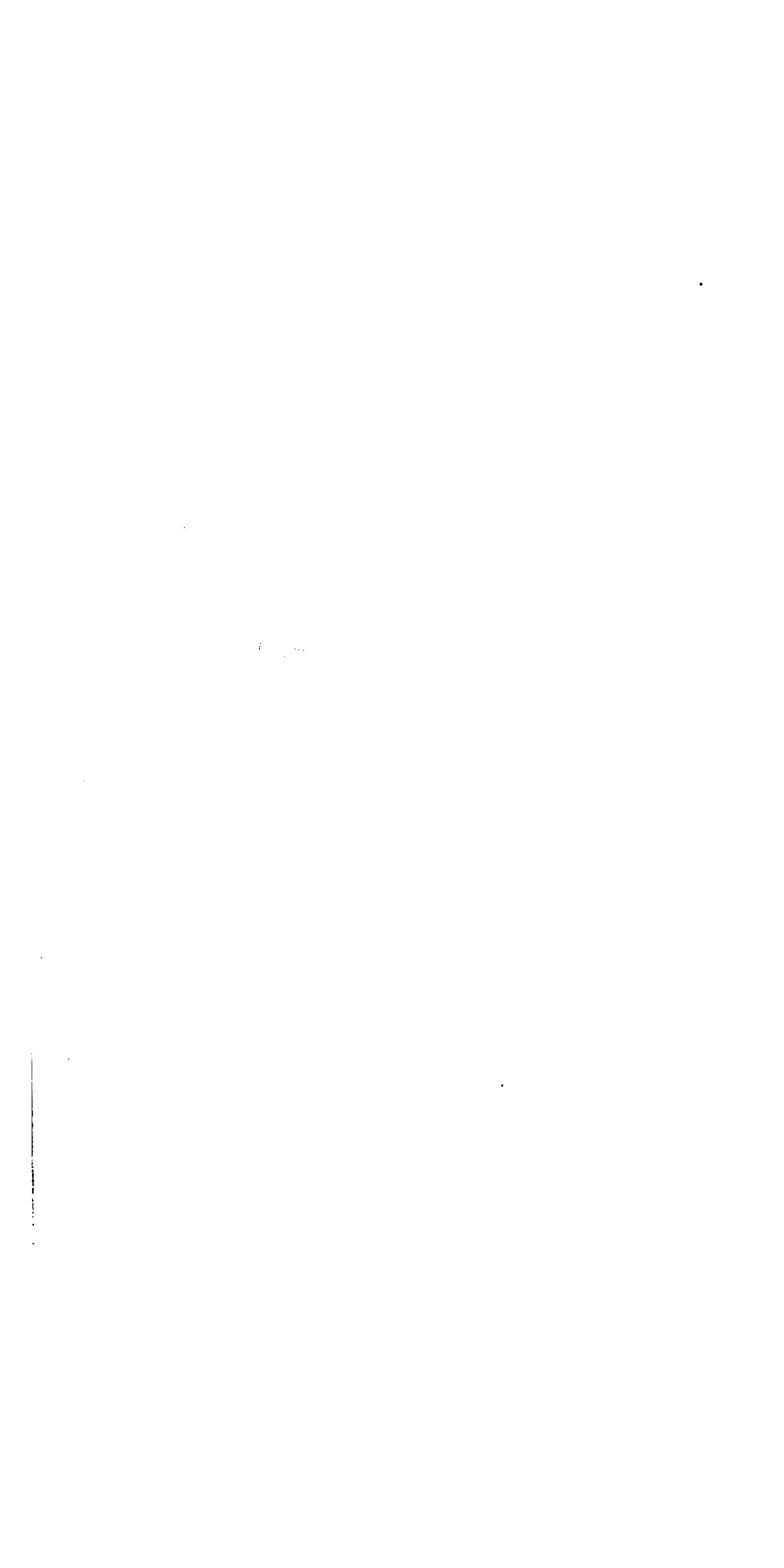
The worst fire that ever occurred in this territory was the burning of St. John's Home for Boys, in which over 1000 children were being cared for. It broke out late in the afternoon of Dec. 18, 1884. The fire had gained twenty minutes' headway before No. 14 was summoned to it. About 1000 of the inmates were gotten out in safety. A Sister of Charity and fourteen boys lost their lives, however. Nearly all of the latter were in the infirmary in the upper part of the building. No. 14 and its gallant crew did splendid work at this disastrous fire and prevented a frightful holocaust. Foreman McGroarty (now District Engineer of the Eighth District) distinguished himself at the fire by catching in his arms a boy who had jumped from a window of the upper story. Mr. McGroarty was standing on the top rung of a ladder at the time.

The commander of the company is Foreman EDWARD FITZGERALD, a fireman of twenty-three years' standing, with a record as honorable as it is long. He is one of the best-known and most popular members of the Department. He was born in Ireland,



ENGINE COMPANY No. 14.

- | | | | | | | |
|--------------|------------------|----------------|---------------|---------------------|--------------------|-------------------|
| Wm. H. Egan. | John T. Farrell. | Thos. Sweeney. | Chas. Schulz. | John J. Martin. | Frank L. Woods. | Thomas F. Reilly. |
| | | | | Patrick H. Travers. | Alex. J. Sheridan, | Edw. Fitzgerald, |
| | | | | | Asst. Foreman. | Foreman. |



Sept. 25, 1840, but he has been a Brooklynite the greater part of his life. He joined the Department Sept. 15, 1869, and proved himself a valuable acquisition to it. He worked his way from the ranks, advancing to Assistant Foreman, and as a reward for meritorious service he was made Foreman on Aug. 5, 1886. During his career he has distinguished himself on several occasions by the rescue of lives.

Assistant Foreman ALEXANDER J. SHERIDAN was born in England, Sept. 8, 1850. In early life he was a mechanic. He joined the Fire Department July 1, 1885. Proving to be a faithful and efficient man he was less than two years in the Department when, on March 1, 1887, he was made Assistant Foreman. During his career as a fireman he has distinguished himself by assisting in the rescue of several persons at fires. A fire broke out in the tenement, No. 45 Albany Avenue, Dec. 23, 1888. A woman named Eliza Williams was hemmed in by flames on the third floor. Assistant Foreman Sheridan and another member of No. 14 reached the imperilled woman and with much difficulty brought her down in safety.

Engineer PATRICK H. TRAVERS was born in Ireland, March 12, 1846, and came to the United States when a boy, entering the army when only sixteen; he served with gallantry for three years with Company H., 164th New York Volunteers, and was seriously wounded at Cold Harbor. Travers became a fireman Dec. 19, 1872, and after ten years' service he was appointed engineer of Engine No. 12. He has been connected with Engine No. 14 for several years. While attached to No. 12 Travers had a thrilling experience at the fire at Palmer's cooperage, Kent Avenue, Williamsburg, May 30, 1887. He was buried under a four-story brick wall which collapsed. The hydrant to which his engine was attached was at the curb directly under the burning building. The wall fell. Travers saw it bulge and totter and he dropped to the ground behind the engine so that it would interpose as a shield. The great mass of bricks completely buried the engine and the brave engineer. The fall of the mass of bricks was broken by the engine, which, however, was wrecked. Travers was dug out by his comrades. The two young men who set fire to this place were sentenced to fifteen years' imprisonment each.

JOHN J. MARTIN is a native of Pennsylvania; he was born at Carbondale, June 24, 1854. He joined the Department July 1, 1889. He is a steady, reliable man and as brave as he is reliable. He has performed excellent service during his connection with the Department and is deservedly popular with his comrades.

JOHN MULLADY was born in Maryrath, Ireland, on June 24, 1864, and his connection with the Department began on July 1, 1892.

THOMAS F. KILFOIL was born in Brooklyn on June 4, 1865. Prior to his appointment on May 4, 1892, he had served seven years in the 14th Regiment, National Guards.

THOMAS F. REILLY is an Irishman by birth and was born Nov. 17, 1854. He became a fireman Sept. 10, 1887. He is regarded by his comrades and superior officers as a brave, steady and reliable man, prompt in responding to every call of duty. He is bound to make his mark in the Department.

CHARLES A. U. SCHULZ was born June 30, 1858, in Germany, and was only twenty-two years of age when he joined the Fire Department. He was appointed Dec. 1, 1880. He has an excellent record and has on many occasions distinguished himself by his bravery at fires.

GEORGE VAN COTT was born at Farmingdale, L. I., May 17, 1850. He became a member of the Fire Department, July 1, 1885. During his career as a fireman he has earned for himself an enviable reputation as a thorough-going fire-fighter. On more than one occasion Mr. Van Cott has performed acts of the highest bravery at fires great and small.

JOHN T. FARRELL has been in the Department over four years, having been appointed Feb. 10, 1887. Since then he has won golden opinions by his splendid work. He is one of the junior members of the Department. He was born on Oct. 8, 1862, in New York City. He has on several occasions assisted in the saving of human life.

THOMAS F. SWEENEY is the senior member of No. 14 and his record is one of which he may well be proud. He has seen nearly a quarter of a century of active service as a member of the Department, which he joined Sept. 15, 1869. Mr. Sweeney was born in New York City, June 30, 1843. He was only nineteen years old when he joined the army, on April 12, 1862. He went out with the 106th New York Volunteers and fought like a hero to the end. He was mustered out July 1, 1865, when he returned home. He roughed it for four years and then he joined the Fire Department. He has been connected with several engines. While connected with Truck No. 2 he distinguished himself by rescuing several lives. He is a brave, unassuming man, and it is difficult to induce him to speak about his record.

WILLIAM H. EGAN is one of the junior members of his company and a native of Brooklyn. He was born in 1853 and joined the force March 20, 1888. Mr. Egan is an excellent fireman, proud of the company to which he belongs. He has rendered the city faithful service during his connection with the Department.

ENGINE COMPANY NO. 19.

The home of Engine Company No. 19 is in Dean Street, near Underhill Avenue. The company was organized Dec. 24, 1880, and is located in a very large and important district, which is bounded by Park Avenue, Kingston Avenue, the city line, and Carrol and Nevins Streets. There are 112 boxes in this territory, and on a second-alarm the men respond to calls from 94 additional boxes. They are expected to be first on hand



ENGINE COMPANY No. 19.

Alfred G. Hunter.

Andrew S. Leine. Wm. F. Jeffrey.

Edward Fitzsimmons, Patrick Hoynes, Wm. Brinkman, Edw. F. Carney, Jas. J. Egan, John J. Kenniff, Chas. E. Victory,
Foreman, Asst. Foreman.

should a fire occur in any of the following places : Knox's hat factory, Budweiser's brewery, Reilly's storehouse, Vosburgh's gas fixture factory, Graves' storehouse, Webster's silver-plating establishment, the Brooklyn Riding Academy, the Home for Destitute Children, St. Joseph's School, St. Theresa's School, Adelphi Academy, Pratt Institute, Public Schools Nos. 9 and 42, Chester's silver-plating works, King's furniture and carpet house, Long Island Brewery, Brevoort flats, Union League Club, Kings County Penitentiary, Montauk Club, Brooklyn City car stables, Richardson's car stables, Flatbush Avenue depot of the Long Island Railroad and the large freight depot of the same company, on Atlantic Avenue ; Crawford & Valentine's Scrimshaw works, the 13th Regiment and the 3d Gatling Battery armories, the Criterion theatre, Seney Hospital, Home of the Little Sisters of the Poor, Home for Aged Men and Women (two buildings), private hospital on President Street, Ansonia clock works, Brasher's oilcloth factory, Homœopathic Hospital, Talmage's Tabernacle, St. Luke's Episcopal and several other large churches.

Foreman EDWARD FITZSIMMONS is an "old vamp," having served his time in the Volunteer Department with Neptune Engine No. 2. He was born in New York on Jan. 28, 1846, and was on the United States Frigate "Lackawanna" at the battle of Mobile Bay. Mr. Fitzsimmons was appointed to the Brooklyn Fire Department on Sept. 24, 1869, and assigned to Engine No. 3 as driver. It was while acting in that capacity in Oct., 1886, that he was thrown from the engine and received such injury to his spine that he was taken to St. Peter's Hospital, where he remained in a helpless condition for over four months. On March 1, 1887, he was promoted to the grade of Assistant Foreman and transferred to this company. On June 1, 1891, he was advanced to the grade of Foreman and put in command of the company.

Assistant Foreman PATRICK HOYNES was born in the County Tipperary, Ireland, in March, 1848. His connection with the Department commenced on Nov. 15, 1881. He proved himself to be a valuable acquisition to the uniformed force and in recognition thereof Commissioner Ennis on Feb. 25, 1887, promoted him to the grade of Assistant Foreman.

WILLIAM J. HIGGINS, the engineer, was born in Ireland, May 2, 1843. His introduction to the career of a fireman occurred on Feb. 9, 1876. Mr. Higgins having had a large experience with oils and other materials of a combustible nature, is now detailed at Headquarters as an Inspector in the Kerosene Bureau.

EDWARD FRANCIS CARNEY, the acting engineer, is not only a first-class man at the business but a very brave man as well. He was born in Brooklyn, Feb. 20, 1860, and began his career as a fireman on April 15, 1890, when he was assigned as stoker to Engine No. 27. At a fire in a tenement house on Nostrand Avenue, between Myrtle and Park Avenues, Nov. 17, 1891, Mr. Carney was one of the men sent in to open up

the building. He found Edward Ashworth on the fourth story of No. 120 Nostrand Avenue in an unconscious state and carried him down the extension-ladder of Truck No. 2 to a place of safety. At the same time and place he assisted in the rescue of Mrs. Annie Bowen and John Ashworth, the father of Edward.

ALFRED GILMORE HUNTER, the driver of the engine, was born in Perth Amboy, N. J., on July 31, 1851, and was appointed a member of the uniformed force, June 1, 1884, when he was assigned to duty with Engine No. 10. He is a first-grade man in every respect.

JOHN HOWARD LONG drives the tender horses. He was born in Brooklyn in 1857, and became a member of the uniformed force on March 23, 1891, since when he has been attached to this company.

JOHN JOSEPH KENNIFF has been a member of this company since June 15, 1885, and in that time has had one of the narrowest escapes from a horrible death that it is possible to imagine. It occurred on December 4, 1891, at a dwelling-house fire on Seventeenth Street, between Tenth and Eleventh Avenues, South Brooklyn. Kenniff, with Foreman Fitzsimmons and Firemen Hugh McGowan and Peter Hecker, were on the roof of the burning building, Fitzsimmons and Hecker on the edge of the roof near the ladder of Truck No. 5, and Kenniff and McGowan some feet away. Suddenly the roof went down with a crash, carrying with it Kenniff and McGowan. Fitzsimmons and Hecker had just time to stretch out their hands and seize the top of the ladder by which they descended uninjured to the street, and with other members of the company began the search in the ruins for their comrades. They located Kenniff by his feeble cries for help, which he kept up until he was dug out, when he lost consciousness. He was badly bruised, cut and burned, and it was many weeks before he recovered from his injuries. Fireman McGowan was past all need of medical and surgical aid when his crushed body was dug out of the ruins. Mr. Kenniff was born in Brooklyn on May 11, 1864.

WILLIAM F. JEFFRY is a native of the County Tyrone, Ireland, where he was born on Sept. 14, 1846. Before coming into the Department on March 12, 1888, he served two years in the 16th New York Vol. Cavalry and ten years in a U. S. cavalry regiment. He has made as good a fireman as he was a soldier.

ANDREW S. LEIRE hails from Norway, in which country he was born on Jan. 28, 1854. He has been a fireman since March 1, 1887, and is at present detailed from this company to the harness-shop of the Department by reason of being a skilled workman in that line of business.

JAMES JOSEPH EGAN is one of the new men in the business, but he has proved himself to be well adapted for it. He was born in Brooklyn on Sept. 7, 1864, and was appointed on Aug. 11, 1891.

CHARLES E. VICTORY was born in Brooklyn on May 25, 1867, and his appointment to the uniformed force dates from May 3, 1892. He has all the qualifications for making a first-class fireman, and he has started in the right way to make himself eligible for promotion.

WILLIAM C. LLOYD hails from Nassau, N. P., where he was born on Sept. 28, 1864. He was a rigger when Commissioner Ennis appointed him to the Department on July 1, 1892.

The company is equipped with a second-class Amoskeag engine, a four-wheel hose-cart, and four young, well-trained horses, three of which are handsome bays and the fourth a dapple gray. The following are some of the big fires at which the company has been engaged laboriously and often at great peril to their lives for many hours before the fire fiend could be controlled:—Palmer's cooperage (twice), Dick & Meyer's sugar house, Church's soda works, Pratt's oil works (twice), St. John's Home, the Penitentiary shoe shop, Jewell's wharf, Watson's stores, Harbeck stores, Warner Institute, Adelphi Academy, Heckler's iron works (twice), Richardson's car stables (three times), Talmage's Tabernacle, Baum's millinery establishment, Koeke Brothers' hay and feed storehouse, Contractor Clark's stables, where one hundred mules were burned, Loomis' moulding mills, Budweiser brewery, Brooklyn Cocoa-matting Company, Fink's coal yard and dwellings, a large rag repository on Kent Avenue, McDonald's oil works, Smith & Pettinger's lumber yard, the Almshouse, Hyde & Behman's theatre, Ovington Brothers' crockery store, Buchanan & Lyall's Planet mills, Herseman's bakery, the Wallabout Market fires, and the dwelling-house fire on Court Street during the water famine.

HOOK AND LADDER COMPANY NO. 5.

Hook and Ladder Company No. 5 was organized by Fire Commissioner Richard H. Poillon, on June 15, 1885. It is located in Pacific Street near Sixth Avenue, in the centre of a very important district which is bounded by DeKalb Avenue, Nostrand Avenue, Fifth Street and Bond Street. There are seventy boxes in this district, and on a second-alarm the company respond to sixty-five additional boxes.

In this district are Graves' furniture house, Green's underwear factory, Knox's hat factory, Kings County Penitentiary, Brooklyn watch case works; Ovington Brothers' crockery store, Journeay & Burnham's store, the Johnson building, Dyckman's box factory, Municipal Gas Company's works, Public Schools Nos. 9, 15, and 47, St. Joseph's parochial school, Talmage's Tabernacle, Washington Avenue Baptist church, St. Joseph's Roman Catholic, St. Luke's Episcopal, Dr. Cuyler's church, Lafayette Avenue Congregational, St. Augustine's and Frs. McCarty, McNamee and Corcoran's churches, the 13th Regiment Armory, the Long Island R. R. passenger and freight depots, Young Women's Christian Association, Seney Hospital, Long Island Brewery, Buddweiser brewery, Web-

ster's silver-plating factory, Schieber's silver-plating factory, Tivoli Hall and the Franklin Avenue car stables.

The company have a second-class Hayes truck and three handsome, well-trained horses, "Dan," a sorrel, "Baby," a dark iron-gray, and "Charlie Hart," a brown. They have a full-blooded English coach-dog, which is called "Frances," after Mrs. Cleveland. Frances is as intelligent as she is handsome, and prior to being run over by the truck in 1888, when one of her legs was broken, it was customary for her to go out with the truck on every alarm, and when the fire was reached to follow the men up to the roof. Since that event Frances has been detailed on the house watch, and it is as much as a man's life is worth to try to enter the house when the company is out.

There are quite a number of men in the company who have been with it since its organization, and as such they have seen many fires which required many hours of hard and perilous work to subdue. Notable among these were Watson's stores, the Penitentiary shoe shop, Adelphi Academy, Planet Mills, Talmage's Tabernacle, the Seventh Avenue car stables, Brasher's oilcloth works, Butler Street car stables, Watts' lumber yard, Hyde & Behman's theatre, Poillon's ship yard, Loomis' moulding mills, the Hulvert mansion, Bradley's carpet house, Messuli's paint works and the Sand Street flat-house fires.

Foreman THOMAS HEALEY has had several narrow escapes since he became a member of the Department on Dec. 6, 1870. The closest "shave" he ever had was when he walked off the dock during the fire at Watson's stores and sank in twelve feet of water. When he came up his fire-hat was gone, and being weighted down with his rubber coat and boots he found it extremely difficult to swim to the dock. The boys succeeded in getting him out with a rope just as his strength was deserting him. At the fire at Woodruff & Robinson's stores, Mr. Healy with others was on the roof when it fell in and precipitated them a distance of fifteen feet into a bin of burning grain, from which they were extricated with great difficulty. At the Pratt's oil works fire he made his best running record while trying to keep ahead of a river of burning oil. Mr. Healy was born in the County Roscommon, Ireland, July 18, 1841, and was educated at the common schools of his native town. When he came to Brooklyn, he joined Goodwill Engine Company No. 4 and ran with her until the disbandment of the Volunteer Department. His first fire duty in the new Department was with Truck No. 2. He was afterward transferred to Engine No. 19 and then to Truck No. 6. While with the latter company, on Sept. 5, 1885, he was promoted to the grade of Foreman and placed in command of Engine Company No. 9, and from that company was transferred to his present command.

Assistant Foreman MARTIN J. CORCORAN was among the first to be promoted when Commissioner Ennis created that rank. He was born in the city of Limerick,



HOOK AND LADDER COMPANY No. 5.

- | | | | | | | |
|---------------|-----------------|-----------------|----------------|------------------|-----------------|-----------------|
| Jas. McGarry. | Jas. A. Malone. | John L. Tucker. | Edward Coffey. | Patrick Maloney. | Henry Brinkman. | John Hinten. |
| | | | | Wm. J. Jones. | Louis Schultz. | Martin Conoran. |
| | | | | | | Thos. Henley. |
| | | | | | | Asst. Foreman. |
| | | | | | | Foreman. |



Dec. 5, 1860, and was educated on his native heath. He was appointed to the uniformed force on Jan. 30, 1882, and assigned to Engine Company No. 19, and later was detailed as driver for District Engineer Farley. He was a private in Truck No. 5 at the time of his promotion on March 1, 1887. Mr. Corcoran has been injured many times in discharge of his duty. While a private in Engine Company No. 19, in Aug., 1883, he was so ill with malaria that the Department surgeon advised him not to do active duty for a time. A fire broke out on a very hot day and Mr. Corcoran, disregarding the doctor's advice, went out with his company. He was stationed on the wall of an adjoining building when he was overcome with the heat and fell backward, injuring his head so badly that it was necessary to remove him to the Homœopathic Hospital, where he remained for several days. He narrowly escaped being killed at the Portland Avenue flat-house fire, when one of the ceilings fell on him and others, and nearly buried them under a mass of burning timbers. At another time one of the horses belonging to Engine No. 19 threw him and nearly fractured his skull. At "The Abbey" fire, Mr. Corcoran sprained his ankle so seriously that he was laid up for six weeks, and at a fire at Raymond and Fulton Streets his shoulder was nearly wrenched out of the socket.

JOHN H. HINTON, the driver of the apparatus, was born in New York City, Oct. 27, 1848. When he was appointed a member of the Paid Department he was assigned to duty with Truck No. 1. He was later transferred to Engine No. 20, then to the Veterinary Department, back to Truck No. 1, then to Engine No. 3, from there to Engine No. 24, and then to this company. At the ink factory fire on Forty-second Street, South Brooklyn, in 1882, he with three other firemen narrowly escaped being killed by the caving in of the roof on which they were standing.

WILLIAM H. JONES, the tillerman, is one of the life-savers of the Department. While tillerman of Truck No. 1, he assisted Engineer Duff, then Foreman of Engine No. 3, in bringing out an unconscious woman from the first floor of a dwelling on Columbia, near Congress Street. In Feb. 1887, unaided and with no little peril to himself, he carried a woman from the third floor of a burning house on Fifth Avenue, down the stairway to the street. Besides being suffocated she had inhaled fire, and she died at the City Hospital some hours later. Mr. Jones was born in Brooklyn, Nov. 2, 1849. In July, 1875, he enlisted in the regular army, where he served for five years with the 9th Infantry. His appointment to the Department was made on Jan. 30, 1882.

MICHAEL JOSEPH KELLEY was born in Manchester, England, Jan. 15, 1857, and he has been a member of Truck No. 5 since he was appointed to the uniformed force, on Dec. 10, 1891.

LOUIS SCHULZ was born in New Hyde Park, L. I., on the anniversary of Washington's Birthday, 1866. He enlisted in the United States Navy May 23, 1887, and received an honorable discharge together with a continued service certificate June 12, 1890.

Commissioner Ennis made him a fireman Nov. 16, 1891, and he has been with Truck No. 5 since that time.

EDWARD PATRICK COFFEY was born in the city of Dublin, Ireland, Feb. 14, 1864. He was made a fireman Aug. 1, 1889, and since that time has done duty with Engines Nos. 14, and 27 and Truck No. 5.

JOHN L. TUCKER was born in Brooklyn, July 24, 1860, and became a member of the Department June 4, 1890.

JAMES J. MCGARRY was born in Brooklyn, March 18, 1859, and he has worn the uniform with credit to himself and the Department since July 17, 1891.

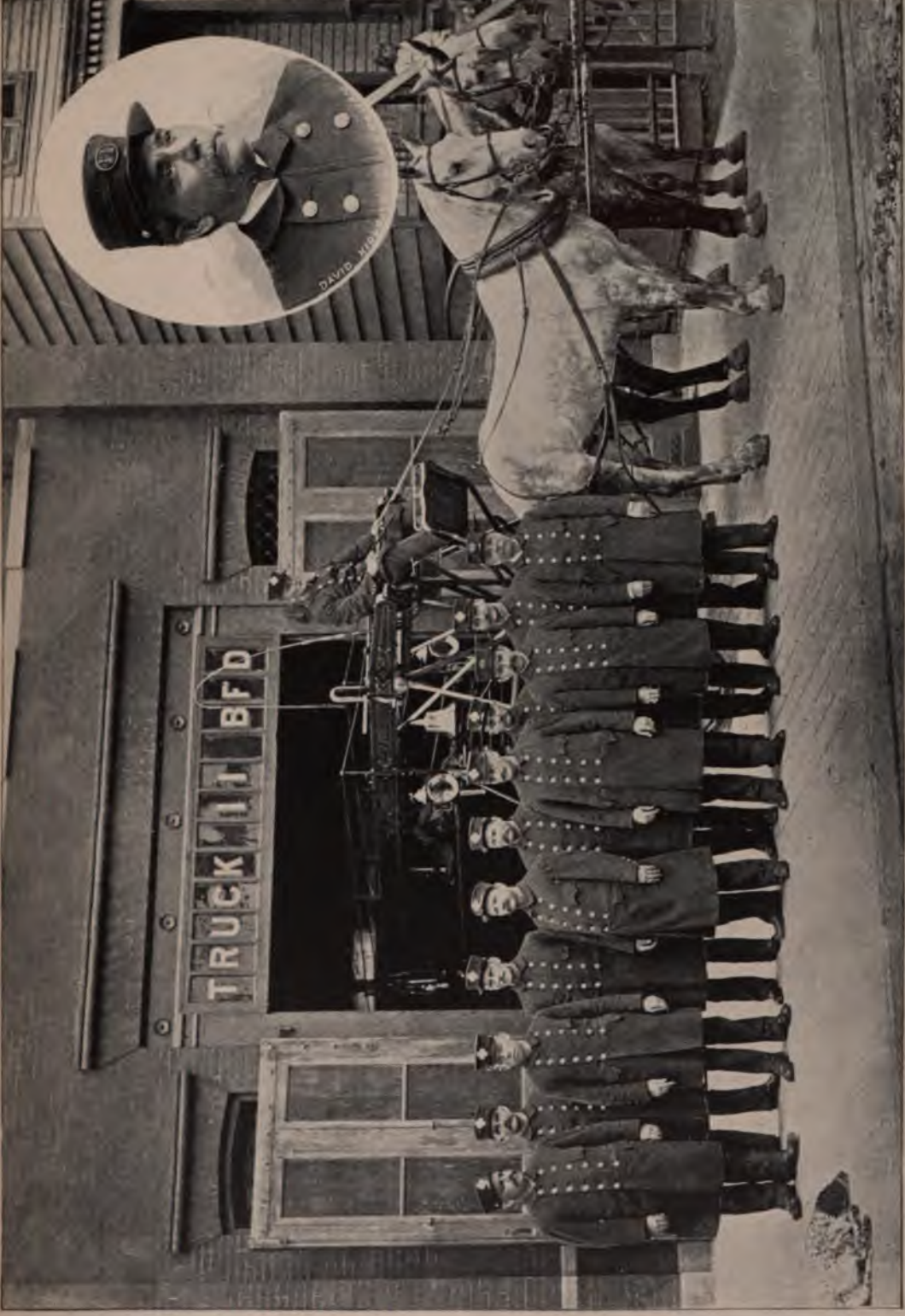
JAMES A. MALONE was a member of Mount Hose No. 10 when the Volunteer Department was disbanded. He was born in Brooklyn in 1847, and during the Civil War fought under General "Phil" Sheridan. He was appointed to the new Department Jan. 29, 1870, and assigned to duty with Engine No. 10, where he remained for fifteen years. He was then transferred to Engine No. 19, then to Engine No. 6, and thence to Truck No. 5 at the time of its organization. While a member of Engine No. 10, the tender upset on the way to Loomis' moulding mill fire, and Mr. Malone narrowly escaped being killed.

HENRY A. BRINKMAN has been a member of this company since its organization and has worn the uniform since Nov. 12, 1880. In 1883, while a member of Engine No. 4, he received internal and spinal injuries by the collapsing of a church on Third Avenue. Mr. Brinkman was born in Brooklyn, Aug. 18, 1855, and has proved himself to be not only a good citizen but a faithful member of the Department.

The orders have been issued and preparations have been made for the organization of a new engine-company, No. 34, to be attached to the Eighth District. Its house, now building, will be on Bergen Street, east of Troy Avenue.

HOOK AND LADDER COMPANY NO. 11.

Hook and Ladder No. 11, went into active service at two o'clock in the afternoon of April 26, 1892. The home of the company is in a pretty two-story brick building, located on Halsey Street, near Sumner Avenue. Three fine, large, gray horses draw the latest improved Hayes' extension-ladder apparatus. The district covered by the company is bounded by De Kalb Avenue, Broadway, the city line, and Nostrand Avenue. Within the territory mentioned are St. John's Home, St. Mary's Hospital, St. John's Hospital, Brooklyn Orphan Asylum, Hebrew Orphan Asylum, Home for Aged Females, Dr. Well's private insane retreat, Public Schools Nos. 28, 35 and 41, the Grammar School for girls, the Boy's High School, Dr. Meredith's church, New York Avenue M. E. church, and the stables of six street car lines.

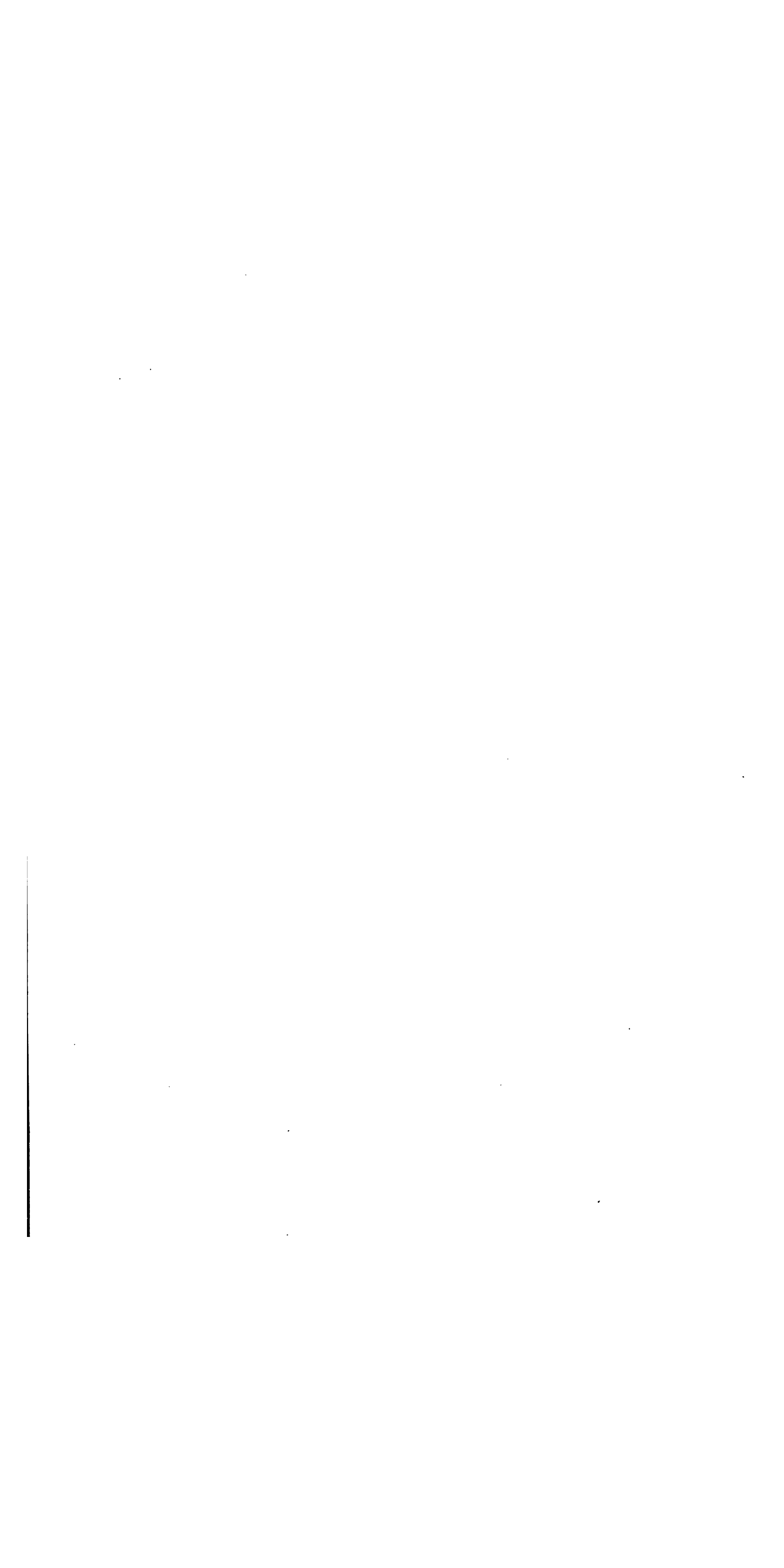


HOOK AND LADDER COMPANY No. 11.

Peter Hecker.

Geo. C. Hennessey, Henry B. Burtis, Wm. Dougherty, Samuel Allcorn, Francis Woods.

Chas. J. McLaughlin, John J. Griffin, Henry Boarum, Geo. Gibson, Bernard F. Donnelly, David Kirkpatrick, Asst. Foreman, Foreman.



In Foreman DAVID KIRKPATRICK the company has a commander who will stay in a burning building as long as any man in the Department. He is a native of Brooklyn, where he was born on Dec. 14, 1841. He received his appointment to the Paid Department on Feb. 15, 1879, and was assigned to duty with Hook and Ladder Company No. 2. On August 1, of the same year, he was promoted to the grade of Foreman. Foreman Kirkpatrick stands in the front rank of life-savers, and wears medals for meritorious conduct one of the features of the Brooklyn Department one would surely adorn his breast. On June 29, 1885, at a fire at No. 162 Spencer Street, he assisted in the rescue of two persons. At one o'clock in the morning of Jan. 3, 1887, a fire broke out in the brick flat-houses Nos. 705 and 797 DeKalb Avenue. Foreman Kirkpatrick was the first to reach the fourth floor, where he found three persons, and with the aid of some of his company carried them out to a place of safety. On Sept. 21, in the same year, he assisted in rescuing five persons from the four-story flat-house No. 897 Lafayette Avenue. At the Adelphi Academy fire on Dec. 17, 1890, he received a fracture of the knee cap which confined him to his home for two months. He was appointed Feb. 15, 1879, and on Aug. 1, of the same year was made a Foreman. He came to Truck No. 11, from Engine No. 17.

Assistant Foreman BERNARD F. DONNELLY was born in Brooklyn on April 10, 1845. He was appointed Sept. 15, 1869, and assigned to Truck No. 6. On March 1, 1887, he was promoted to the grade of Assistant Foreman and sent to Engine No. 21. Subsequently he was transferred to Engine No. 16, then to Engine No. 12, from which he came to Truck No. 11. He is married and lives at No. 111 North Second Street.

HENRY BOERUM, the driver of the apparatus, was born in Brooklyn on Dec. 3, 1857, and when appointed to the uniformed force Sept. 1, 1885, was assigned to duty with Engine No. 19. In 1886 he was promoted to the grade of driver, having had a life-long experience with horses. He was the driver of Engine No. 9, when transferred to his present company.

FRANCIS L. WOODS was born in Brooklyn, Feb. 9, 1862. He received his appointment to the present Department June 15, 1885, and did duty with Engine No. 14 up to April 26, 1892, when he was transferred to this company. Mr. Woods ranks among the life-savers, having assisted in the rescue of Eliza Millard at a fire at No. 49 Albany Avenue on Nov. 23, 1888.

GEORGE GIBSON was born in the city of Dublin, Ireland, on Dec. 26, 1863, and when he joined the Department on Feb. 11, 1891, his name was put on the roll of Engine Company No. 14.

CHARLES J. McLAUGHLIN was born in Brooklyn, March 28, 1864, and donned a fireman's uniform on Monday, May 20, 1889. He was a member of Truck No. 7, when transferred to his present company.

JOHN J. GRIFFIN was born in Ireland on March 4, 1862. He became a fireman on Oct. 29, 1890, and Engine Company No. 2 was the one to which he was first assigned for duty.

WILLIAM DOUGHERTY came from the Emerald Isle, where he was born on Feb. 8, 1847. For two years he served his adopted country faithfully and honorably as a member of Company G., 18th Regiment N. Y. Cavalry. He was appointed a fireman Dec. 3, 1888, and assigned to Engine Company No. 16. He served with Engine No. 27 previous to his transfer to Truck No. 11.

PETER HECKER was born in Brooklyn on July 12, 1863. He served in the United States Navy for five years and eight months, during most of which time he was on the Pacific station. He was one of the crew of the "Massachusetts," and can tell some interesting stories of the war between Chili and Peru. On April 1, 1885, he became a member of the Fire Department of his native city. At the time of his transfer to this company, he was a member of Engine Company No. 19. Twice since his appointment has he been instrumental in saving life in time of great peril, and with no little risk to himself. He rescued two girls from the third story of a house at Lewis and Lafayette Avenues, and carried them safely down the ladder to the street. At a fire corner of Classon and Atlantic Avenues, he rescued a woman from the third story of the burning house and carried her down the ladder to a place of safety. He had a narrow escape from serious injury if not death, at the fire on Seventeenth Street, where Fireman McGowan was killed.

HENRY B. BURTIS is also a native of Brooklyn, and was born April 13, 1862. He was made a fireman on Oct. 1, 1887, and was transferred from Engine Company No. 17 to this company on May 4, 1892.

SAMUEL ALLCORN was born in Brooklyn, Oct. 8, 1860. When appointed on Sept. 14, 1883, he was assigned to Engine Company No. 14, and remained there up to the time of the organization of this company.

GEORGE C. HENNESSEY was born on March 6, 1864, in the city of Brooklyn. He was made a fireman Oct. 14, 1890, and at the time of his transfer to this company was a member of Engine Company No. 30. On Sept. 10, 1891, the engine passed over one of his feet and crushed it.

JOHN F. SCANLON was born in Ireland on June 10, 1863, and began his career as a fireman on July 1, 1892.



WILLIAM MCCARTHY, District Engineer Ninth District.

CHAPTER XVI.
COMPANIES OF THE NINTH DISTRICT.

DISTRICT ENGINEER WILLIAM MCCARTHY.

LIVELY WORK IN AN IMMENSE DISTRICT—A CITY IN ITSELF—DISTRICT ENGINEER MCCARTHY—STEADY PROMOTION THROUGH MERIT—ENGINE COMPANY NO. 25—PROTECTOR OF NEW LOTS—ENGINE COMPANY NO. 27—A MAJORITY OF VETERANS—ENGINE COMPANY NO. 31—A NEW BROOM THAT SWEEPS CLEAN—HOOK AND LADDER COMPANY NO. 7—THE FIRST IN THE ANNEXED DISTRICT—ENGINE COMPANY NO. 33 AND TRUCK NO. 12—NEW COMPANIES FOR THE NEW DISTRICT.



DUMPING from one end to the other of the Ninth District makes pretty lively work for the companies that take care of the immense expanse of city territory included in its extensive limits. To get an idea of the vastness of the district one must look at the map and compare this with other districts. It is four miles long, and in its greatest width is more than three miles wide. The First, Second and Third Districts, which include all the waterfront from Gowanus Bay to the Navy Yard, the Heights, Wallabout, and the busy line of the elevated roads up to Cumberland Street and Sixth Avenue, could be dumped into the Ninth District and be lost. It is a city by itself, and the men and officers—yes, and horses, too—that have to cover its needs find as much work cut out for them, merely in getting over the ground, as many a provincial Fire Department. It includes, besides parts of other wards, all the great Twenty-sixth Ward. Its centre of activity, from the civilian point of view, is East New York; but for the fireman the central point is where the fire of the moment happens to be; and that may take the various commands to the extreme limits of their territory. The duty of keeping the district from destruction is laid on Engines Nos. 25,

27, 31 and 33, and Trucks Nos. 7 and 12. The last-named engine company and truck company are the new ones for which houses are under construction as this history goes to press. Until these are completed and their companies organized, the other four commands have all the responsibility.

DISTRICT ENGINEER WILLIAM MCCARTHY.

William McCarthy is one of the five Foremen whom Commissioner Ennis, on July 18, 1892, decorated with three trumpets, the insignia of the rank of District Engineer. Among the five, there was not one better entitled to advancement than Mr. McCarthy, who had risen from the ranks simply on his own merits. It was on June 10, 1873, that Mr. McCarthy was made a member of the Fire Department and assigned to duty with Engine No. 12. He had been in the Department but a few months when a fire occurred in an old frame building at the foot of Grand Street. The building had a gable roof and the only foothold for the firemen was in the gutter. McCarthy was standing in the gutter and near him was Foreman Keighler of Engine No. 13. In attempting to change his position Foreman Keighler's foot slipped from the edge of the gutter, and had it not been for Private McCarthy's prompt action and firm grip, the sturdy Foreman of Engine No. 13 would have fallen to the street. It was an heroic act on the part of McCarthy, for in stretching out his hand to save his brother fireman he well knew that he was in eminent peril of being dragged down to a horrible death with the man he was trying to save. But luck and skill were with him, and his strong right arm clung with death-like tenacity to its burden until assistance arrived and Foreman Keighler was rescued from his perilous position. It was an exciting moment in the lives of both men. Foreman Keighler and a few others who witnessed the brave act have never forgotten the occasion nor ceased to praise the gallant deed. At the Locust Hill oil works fire, where Foreman Charles Keegan lost his life, John W. Smith, then Assistant Chief Engineer, was an eye-witness to this scene:—One of the crude oil tanks sprung aleak and the flames ignited the oil. A man with his clothing ablaze rushed out of the building and sprang off the dock. It was low tide, and instead of jumping into the water, the man landed in the soft mud. Just at this juncture Mr. McCarthy, then a member of Truck No. 4, was seen running in the direction of the man who had jumped overboard. As he ran, he was pulling off his heavy fireman's overcoat, and when he reached the point where the man, whom he then supposed was Foreman Keegan, had jumped off, he leaped off into the mud and with his coat began to beat out the flames, which were fast eating away the flesh of the unfortunate man, who was afterward found to be not Foreman Keegan, but Captain Dearing, the owner of a canal-boat laden with oil. When assistance arrived McCarthy aided materially in getting the unconscious form of Captain Dearing to the dock, where he died soon after.

In the earlier history of the present Fire Department men were not advanced in rank through civil service examinations, but were selected for promotion simply by their superiors' estimate of their ability and worthiness. From the day that "Billy" McCarthy entered the service his adaption for the business was noted by his superiors in office, and especially by Assistant Chief Smith. He was a man who could be depended upon at all times. His judgment was good, and no better worker could be found in the Department. When he was detailed for a time to the sub-telegraph office in the Eastern District, there was never a fire of any importance but McCarthy reported for duty to his company and took an active part in the work. When Engine Company No. 21 was organized Assistant Chief Smith recommended McCarthy for Foreman and he was promoted to that rank on July 1, 1885, and placed in command of that company. The man who recommended him says, "I have never had reason to regret that recommendation."

Mr. McCarthy was born in the Emerald Isle on June 16, 1847, and came to this country with his parents when quite a young lad. He served his adopted country in the Civil War as a member of Company I, 87th Regiment, N. Y. Volunteers, and after receiving an honorable discharge took up his residence in Brooklyn. His service in the Fire Department constitutes one of the most creditable careers recorded in the Department annals.

ENGINE COMPANY NO. 25.

When the law annexing the town of New Lots to Brooklyn went into effect on Aug. 4, 1886, the old Volunteer Department of that town disbanded and the city authorities took immediate steps to afford the residents of that new ward the protection against fire guaranteed them by the provisions of the annexation act. Accordingly on the night of Aug. 3, an engine company and a truck company were organized and installed in the annexed district ready to do service as soon as the midnight hour arrived. The tolling of bells, the shrieking of whistles and other noisy demonstrations, announced to the towns-people that New Lots only lived in history and that henceforth the territory was a part of Brooklyn. Engine Company No. 25 was accordingly born with the ward. Thirteen men under the command of Foreman Michael J. Murray made up the company. A two-story frame building on Liberty Avenue, near Vermont Avenue, had been fixed up as a temporary home for the men, and everything started under the most favorable auspices. For some time the company had no engine, the tender doing all the duty necessary. As the flow of water in every part of the ward is great the lack of an engine was not felt. In the meantime a site for a new engine-house was selected on Liberty Avenue near Cleveland Street, and work on the present structure was begun. A fine double-cylinder engine of the Clapp & Jones pattern was

ordered for the company's use. On June 10, 1890, the house was in readiness and the formal transfer was made. The men were pleased to get into the new quarters and the occasion was one participated in by many prominent city and fire officials and citizens of the Twenty-sixth Ward. The present house was built expressly for Fire Department uses, and it is needless to say has all the latest appliances and improvements known to facilitate the work which above all others must be done promptly. It is of brick, two stories in height, with brownstone trimmings, 25 x 100 feet. The interior is finished in yellow pine, with racks, lockers and other necessary requisites for the men, horses and apparatus.

The district covered by the company is a large one and includes all the Twenty-sixth Ward. It is bounded by the Queens County line on the east and north, by the town of Flatlands on the south, and by Rockaway Avenue on the west. It covers an area of seven and three quarters square miles, and while essentially a residential district, it has several large manufactories and institutions within its confines. The houses are mostly of wood. There is perhaps no section of the entire city growing as rapidly as the Twenty-sixth Ward. During the year 1891, permits for the erection of upwards of 500 buildings were issued. At the present time the company responds to thirty-two first-alarms and twelve second-alarm calls. In 1891 the company attended between forty and fifty fires, but none of them, thanks to the efficiency of the company, made much headway. Among the large structures in the district is the House of the Good Shepherd—taking up the entire block bounded by Atlantic Avenue, Pacific Street and Rockaway Avenue—with its nearly 2000 inmates; the Truant Home and St. Malachi's Orphan Asylum. The manufactories include Clever & Nelson's torpedo works, Davis' starch works and other large concerns. The district is the terminal point for three lines of elevated railways, where hundreds of cars and locomotives are housed. In addition to these Atlantic and Fulton Avenues are lined with large buildings used for mercantile purposes.

Four of the fleetest and best-trained horses in the Department belong to the company. Excellent time is made hitching up and not a second is lost in getting to a fire. The *personnel* of the company is equal to any other in the entire Department. At present there are thirteen men on the roster. Up to the present time Engine Company No. 25 has a "clean sheet" on the records at Headquarters, and from the willing way in which the men perform their duties and the family-like feeling that pervades the house it will be a long time before this meritorious record is broken. The men are all ambitious, devoted to the business, and have a full knowledge of what is expected of them. They go about their work coolly and intelligently, and in the parlance of the day. get there every time."

Foreman MICHAEL J. MURRAY is an old-time fire laddie. He was born in Ire-



ENGINE COMPANY No. 25.

Patrick J. Kelly.

Wm. J. Callan. Arthur T. Robb. Wm. H. Berdan. James J. Cozine.

Christopher Mang. Henry Carlin. Patrick Graham. John R. Braisted. Peter H. Carroll. Jos. H. Bennett. Michael J. Murrey. Asst. Foreman. Foreman.

land on Nov. 1, 1847, but arrived in this country before he was able to tell his name. Before the Paid Department was organized he was a member of old Volunteer Hook and Ladder Company No. 4. On Washington's birthday, 1872, he was made a member of the Paid Department, and assigned to Engine No. 1, where he remained for nine years. From there he was transferred to Truck No. 1, where he spent a short time. He was then sent to Engine No. 19, and continued a member of that company for six years. When Engine Company No. 25 was organized, he was appointed Foreman. His record as a fireman is good. During his twenty years' service he has taken part in all the big fires. He has assisted in the rescue of several lives, notable among them being the removal of a woman from the third story of a burning building in Sheffield Avenue, near Glenmore Avenue, on April 13, 1888. For this brave act he was complimented by his superior officers. He was also commended for his action in extricating a woman from the ruins of a building that collapsed in the Twenty-sixth Ward, on May 10, 1890. Foreman Murray served in the navy during the war and is a member of the Grand Army of the Republic.

Assistant Foreman JOSEPH H. BENNETT enjoys the distinction of being the first man appointed in the Paid Department. Six days before the Department was in running order he was delegated to look after the horses that were to be used, and on the 15th day of September, 1869, was assigned as driver to Engine No. 10. He served with that company for nearly twenty years, the only interruption being a short time he did service with Engine No. 22, to which he was transferred by Commissioner Poillon. He then returned to Engine No. 10, where he remained until he was made an Assistant Foreman on July 1, 1889, and sent to his present place. Like Foreman Murray, "old man Bennett," as he is familiarly called, served in the navy during the war, and not only has a good fire record but a good war record. He has been at nearly all the big fires and has had several narrow escapes from death. At a fire in Moore's stable on Pennsylvania Avenue, he was overcome by the heat, but his wonderful vitality enabled him to recover in a few minutes. On another occasion he fell from a ladder a distance of twenty feet, and his associates thought he was dead. The only injury he received was a sprained ankle which kept him indoors only for a week. Mr. Bennett was born in New York City on May 11, 1842, and though 50 years of age is as sprightly as the youngest man in the company.

PATRICK J. KELLY, the driver, although a member of the Department only since September 1, 1887, is an old fireman. He served in the New Lots Fire Department before the town was annexed, being a member of Independent Pump and Bucket Company. He was promoted to Assistant Foreman and later to Foreman, and at the time when the New Lots Department disbanded, had been raised to the responsible position of Assistant Chief Engineer. Since his connection with the Paid Department he has

served for a short time with Truck No. 7, and was then transferred to Engine No. 25. He was born in Brooklyn in 1862, and before becoming a fireman was engaged in the furniture business.

Engineer PETER H. CARROLL has a record that any man might feel proud of. He was born in New York on May 27, 1845, but became a resident of Brooklyn at an early age. During the days of the Volunteer Department he ran "wid der masheen" and was a member of Hook and Ladder Company No. 2, of the Eastern District. On April 9, 1872, he was appointed a fireman, and has done duty respectively with Truck No. 5, Engines Nos. 15 and 16 and has been with Engine No. 25 since February 10, 1891. He won much praise for the daring rescue of two children from a burning house on Ainslie Street, near Union Avenue.

WILLIAM H. BERDAN was born on Feb. 20, 1849, at Paterson, N. J. He was appointed a fireman Dec. 9, 1878, and has a good record. For two years he was a member of Truck No. 7, and for six years of Engine No. 10. When Engine No. 25 was organized, he was sent there and has been a member ever since.

JOHN R. BRAISTED was born in Brooklyn, June 20, 1852. On Dec. 15, 1885, he was appointed a fireman and assigned to Engine No. 22. He served there for only four months, when he was transferred to Engine No. 14. From there he went to Engine No. 25, and for four years he has served faithfully. Before becoming a fire laddie he was an agent and collector, and possesses all the wit and snap characteristic of men in that business.

CHRISTOPHER MANG has been a member of the Department since Feb. 1, 1887. He was born in this city on Feb. 27, 1858, and with the exception of one month's service as a member of Engine No. 19, he has spent his entire time with Engine No. 25.

PATRICK J. GRAHAM has been a fireman since Dec. 2, 1887. He was born in Ireland on March 25, 1860, but has spent a quarter of a century of his life in this city. He was a member of Truck No. 7 for three years and was then transferred to Engine No. 25. His record is good. At a fire in the Twenty-sixth Ward two years ago he fell from a ladder a distance of 27 feet and escaped uninjured.

HENRY CARLIN was born in Ireland on Sept. 14, 1854, but came to this country at an early age. His family located in Brooklyn, where Henry has spent an active life. On July 15, 1889, he was appointed a fireman and assigned to Engine No. 25, where he has served since. On Feb. 10, 1891, he was made stoker. He is popular with his associates, and enjoys the confidence of his superior officers.

WILLIAM J. CALLAN was born on May 4, 1867, in this city. On Oct. 15, 1890, he donned a fireman's uniform, which he has worn with credit to himself and the Department. He is a quiet, unassuming young man who promises to make his mark.

JAMES J. COZINE was born in this city on Jan. 18, 1869, and was appointed a fireman on March 12, 1891. Although only a short time in the business he has demonstrated that he is made of the material so much desired in a fireman.

ARTHUR T. ROBB was appointed on Nov. 16, 1891. A perfect athlete in build and cool as the proverbial cucumber, he possesses all the requisites of a good fireman. He was born in this city and before being a fireman was a car conductor.

ENGINE COMPANY NO. 27.

Although a comparatively new company, Engine Company No. 27 is made up of a thoroughly disciplined and brave body of firemen, who are fully equipped and prepared for any call that may be made upon them. Some of them are new men in the fire service, but the majority are veterans. Taken as a whole they are a body of men of whom the citizens of Brooklyn have every reason to be proud.

Engine Company No. 27 covers a wide territory, which a few years ago had but scant protection against fire. Before No. 27 was called into existence, the district now covered by that engine was dependent in case of fire on the services of engine-companies stationed miles away and which could reach a fire within it only after long and trying runs. Commissioner Ennis realized the necessity for an engine-company in the district and promptly organized one, and events have justified his excellent foresight in the matter. No. 27's house is located on Herkimer Street, near Ralph Avenue, in the heart of the territory for whose protection it was organized. The section of the city in question has practically been built up during the past ten years, and 90 per cent. of the buildings within it are of frame construction, being erected outside the established fire-limits. It is an important district on account of the great number of public institutions which are located in it. Each of them gives shelter to hundreds of persons, most of them helpless. Should a fire break out in any of them, nothing would save the inmates but the prompt response of the Fire Department. Hence it is that a great responsibility rests upon the shoulders of the members of Engine No. 27, and they fully realize it. So far as is known no fire which No. 27 has ever been called to was marked by a loss of life. There are numerous educational institutions in the district, all fine, large and costly structures. Among them are Public Schools Nos. 25, 26, 28, 35, 57, 68, 70 and 73, in which thousands of children are taught daily. The district is dotted all over with immense structures such as asylums, hospitals and homes and retreats of various kinds. The principal ones are St. Mary's (Catholic) Hospital, the House of the Good Shepherd, in which over 400 women are quartered, St. Malachi's Home, St. Joseph's Institute for the Education of Mutes, the Sanitarium, St. John's Hospital, St. John's Catholic Home for Boys, in which over 1,000 inmates are cared for, the Brooklyn Nursery and Infants' Hospital, St. Martha's Sanitarium, the Day Nursery of the King's Daughters, the Howard

Colored Orphan Asylum, the Zion Home for the Aged, the Hebrew Orphan Asylum, with its new structure now being built at Ralph Avenue and Pacific Street, the Brooklyn Orphan Asylum, the Church Charity Foundation Home for the Aged, and the Orphanage, the Truant Home and the Wartburg Home for the Aged, the Bedford Dispensary, and the Brooklyn Diet Dispensary. There are many churches within the district, among them being St. Benedict's, St. Malachi's, Church of the Holy Rosary, the Presentation church, St. Timothy's, Ocean Hill Reformed church, the Beecher Memorial church, the Rochester Avenue Congregational church, Good Shepherd Episcopal church, and Embury Methodist Episcopal church.

The above list, extended as it is, does not by any means include all the institutions for whose protection against fire Engine No. 27 is responsible, but it will suffice to show the importance of the district covered by this engine which, by the way, has made a splendid record in keeping down the losses at fires to which it has been summoned. The district boundaries are Halsey Street, Kingston Avenue, city line on the south and the Queens County line. No. 27 responds to calls within these boundaries; second and third and special alarms call it miles beyond. No. 27's house is located at No. 979 Herkimer Street, between Ralph and Howard Avenues. It is a plain, two-story brick structure, 25 x 90 feet, fitted up in a solid and substantial manner. The company was organized in 1889, and it began service at 2.36 P. M., on Jan. 11, of that year.

The commander of this serviceable company is Foreman JOHN FRANCIS O'HARA, who is probably one of the youngest Foremen in the United States. He has been connected with the Brooklyn Fire Department over ten years and his record is A1. Foreman O'Hara is a native of Ireland, where he was born Sept. 22, 1860. He became a fireman Jan. 22, 1882, before he was twenty-two. After five years of excellent service, he was, on March 1, 1887, raised to the rank of Assistant Foreman. Two years later, when Engine No. 27 was established, he was appointed Foreman and placed in command of the company.

Assistant Foreman JAMES S. JONES* is a Brooklynite by birth, born on the Fourth of July, 1859. He became a fireman on St. Patrick's Day, March 17, 1888. After three years' meritorious service he was promoted to the rank which he now enjoys.

Assistant Foreman MARTIN F. BRADY was appointed to his present office on Aug. 11, 1892, when Assistant Foreman Jones was transferred to Engine No. 29. Mr. Brady was born in Brooklyn Feb. 28, 1858, and was appointed to the Department on Jan. 15, 1882. His service was continuous with Engine No. 17, to which he was originally assigned, up to the date of his promotion and transfer to this company.

Engineer ELISHA SNETHEN is one of the veterans of the Department, having served as a fire-fighter for nearly a quarter of a century, during which time he has

* Transferred to Engine Co. No. 29, August 11, 1892.



ENGINE COMPANY No. 27.

John J. Hughes.

Wm. Dougherty. John Cantwell. Alexander Johnston.

Thos. McNamara. Chas. F. Connolly. Henry J. Smith. John J. Degan. Elisha Sneathen. James S. Jones, John F. O'Hara, Asst. Foreman. Foreman.

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served in various quarters of the city. He was born in New York, July 23, 1845, but has resided in this city the greater part of his life. He was only twenty-four years old in September, 1869, when he was appointed. He proved himself a steady, careful man, faithful in the performance of every duty assigned him, and on several occasions distinguished himself as a life-saver. On June 16, 1885, he was created engineer, and when Engine No. 27 was organized he was assigned to it.

JOHN J. DEEGAN is a native of Brooklyn, born in 1841. It was late in life when he joined the Department, but he has shown himself to be a valuable member of it. The date of his appointment is Dec. 15, 1885, since which time he has been attached to several companies. Fireman Deegan has a splendid army record as well. In 1862, when only a stripling, he joined the Union army, and served to the end of the war as a member of the 158th Regiment, N. Y. Vols., of which Gen. James Jourdan was commander. Deegan was a brave and an excellent soldier and rendered his country three years' service.

JOHN J. HUGHES, the driver, is a fireman of ten years' standing. He was born Sept. 23, 1854, in New York City. He joined the Department on June 19, 1882, and is known as a steady, trustworthy man. He has often assisted in the rescue of life at fires. On May 1, 1886, he was promoted to the position of driver.

JOHN JOSEPH CANTWELL is a man with a gratifying record. During his career he has served his country as a fire-fighter, a soldier, and as a sailor in the navy. Mr. Cantwell is a native of the Green Isle, where he first saw light on Jan. 19, 1844. He came to America when but a boy. During the Rebellion he joined the navy and served faithfully for fourteen months. He afterward joined the army and served nearly a year, when he was honorably discharged. He received his appointment as fireman, March 15, 1888, and the same day was assigned to duty on Hook and Ladder Company No. 8. On Jan. 11, 1889, he was transferred to Engine No. 27.

THOMAS MCNAMARA is a veteran fireman with a long and honorable record. He was born in Ireland, July 31, 1848. He was appointed Nov. 19, 1876, and since then he has served with credit in various companies. He has assisted in the rescue of life on several occasions.

ALEXANDER JOHNSTON was born in New York City on Feb. 28, 1853, and nearly seven years of his life have been devoted to the Brooklyn Fire Department, of which he is one of the most valuable members. His commission is dated Dec. 15, 1885.

HENRY JOSEPH SMITH is a Brooklynite. He was born Sept. 10, 1861, and appointed to the Department June 15, 1887. He was first assigned to Engine No. 19, as driver. After nearly four years' faithful service with that company he was, on March 25, 1881, transferred to Engine No. 27. He is a plucky and energetic member of the force.

CHARLES FRANCIS CONNOLLY is a native of the great city which he serves as a member of the Fire Department. He was born June 5, 1862, and he joined the Department Jan. 2, 1889. During his connection with the service he has been noted as a reliable and efficient fireman and capable of performing the most difficult work that may be assigned to him.

Fireman PATRICK MCGRATH commenced doing fire duty on July 1, 1892. He was born in Ireland, on March 20, 1868.

ENGINE COMPANY NO. 31.

On the Eastern Parkway, within a short distance of the grounds of the Brooklyn Baseball Club, stands the handsome two-story frame building, thirty-five feet front by one hundred and twenty-five feet in length, occupied by Engine Company No. 31. The date of the formation of this company was March 12, 1892, and at twelve minutes past two o'clock in the afternoon of that day, the company began active operations, under the command of Foreman Charles D. Ruddy, who for several years was Foreman of Engine Company No. 3. The interior of the house is fitted up in a first-class manner, and the members of the company have added much to the beauty of it, by their tasteful decorations. It is equipped with a Clapp & Jones steamer, which formerly was used by No. 27. It has been in service about four years, and weighs about 6500 pounds. The hose-cart, a four-wheeler, is new and has all the latest improvements. The horses—four bays—are well trained, strong and serviceable. "Paddy," one of the tender horses, was seven years old when he was purchased for the Department. That was nearly fifteen years ago, but notwithstanding the fact that he weighs only 1300 pounds, he can pull as much weight as any horse in the Department. Foreman Ruddy was so much attached to the animal that he asked permission to have "Paddy," transferred to No. 31, when that company was organized. "Tanner," the mate to "Paddy," came from Engine Company No. 20. "Tanner" acquired a reputation for good work during the "blizzard" of 1888. The engine horses came from Hook and Ladder No. 3 and Engine No. 19, and are both young, gentle and serviceable. The indicators, alarm-bells, telephone, clocks and other paraphernalia used in engine-houses, are all new and have the latest improvements.

The district covered by the company on a first-alarm is an exceedingly large one, and includes the entire Twenty-sixth and a portion of the Twenty-fifth Wards. It is bounded by Saratoga Avenue and Bainbridge Street, the city line, New Lots Road, and Buffalo Avenue and Dean Street. On a first-alarm they respond to calls from 43 boxes, and on the second from 75 boxes. The majority of the dwelling-houses in the district are two and three-story frame buildings. The principal buildings included in this territory are the House of the Good Shepherd, German Lutheran Hospital, St.



ENGINE COMPANY No. 31.

William O'Brien.

Wm. F. Canning. Peter B. Carney.

John Moran. John Ramsay.

Francis H. Strickland.

Michael J. McGinn.

Philip Frey.

Wm. S. Lyon.

Charles D. Ruddy.

John Moran.

John Ramsay.

John Moran.

John Ramsay.

Francis H. Strickland.

Michael J. McGinn.

Philip Frey.

William O'Brien.

Wm. S. Lyon.

Charles D. Ruddy.

John Moran.

John Ramsay.

Francis H. Strickland.

Michael J. McGinn.

Philip Frey.

William O'Brien.

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Francis H. Strickland.

Michael J. McGinn.

Philip Frey.

William O'Brien.

Wm. S. Lyon.

Charles D. Ruddy.

John Moran.

John Ramsay.

Francis H. Strickland.

Michael J. McGinn.

Philip Frey.

William O'Brien.

Wm. S. Lyon.

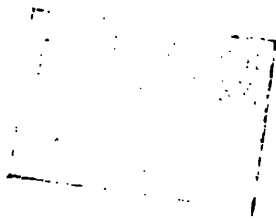
Charles D. Ruddy.

John Moran.

John Ramsay.

Francis H. Strickland.

Michael J. McGinn.



Mary's Hospital, Piel's brewery, Public Schools Nos. 84, 72 and 73, Father Hand's Catholic church, a Congregational church, a Jewish synagogue, the Roman Catholic Orphan Asylum, German Orphan Asylum, Bennett's Casino, the Howard House, Bourke & Ryan's dry goods store, Miles Brothers' brush factory, Cummings' moulding mills, the New Jersey mills, Adams' coal yards, the Twenty-sixth Ward Bank, the East New York Bank, Linton banking-house, Post Office Station "E," Ratner's flower hall, Morris assembly-rooms, Washington Hall, the repair-yards and shops of the Kings County Elevated Railroad Company, and of the Brooklyn Elevated Railroad, Brooklyn City Railroad stables, Schellein's Hall, a Baptist church, St. Francis De Sales' church, Union gas works, two Brooklyn pumping stations, Long Island Water Supply Company's works, Burnett's Hall, the Beecher Memorial church, and the handsome new police-station of the Seventeenth Precinct, corner of Miller and Liberty Avenues. The company attended its first fire on March 13, 1892, the day after its organization. The company is composed of active men, selected, with only one exception, from other companies in the Department, and among them are those who have been exposed many times to serious danger, and others who have risked their lives to save others from perishing.

Foreman CHARLES D. RUDDY is an old fireman, and his record in the Department is that of a brave and fearless man. He is highly esteemed not only by his superior officers but by every man who has worked under him since he was first put in command of a company. He was born in the County Donegal, Ireland, in April, 1851. He came to this country with his parents in infancy, and when at the age of eleven he lost his father, he found work in Hauck's cracker bakery on Water Street, and took upon himself the responsibility of supporting his mother and educating his two younger brothers. He acquired an education by studying at night after having performed a hard day's work, and as he grew up to manhood, he applied himself diligently to such work as his hands found to do. Before he was twenty-one he had thoroughly mastered the housesmith's trade, which stood him in good stead when he became a fireman. He was possessed of a fine baritone voice, and developed such talent as a character sketch artist, that comedian Hugh Fay, of the Barry & Fay combination, became interested in him, and later Mr. Ruddy made his appearance with Mr. Fay in several sketches which became very popular with the public. Mr. Ruddy is a widower, and lives at No. 14 Hicks Street. He was appointed a fireman on Dec. 20, 1872, and assigned to duty with Engine No. 7. From this company he was transferred to Engine No. 6, then back to Engine No. 7, then to Engine No. 5 and again to Engine No. 6. While in the latter he was made Assistant Foreman and detailed to organize Engine Company No. 26. He remained in command of this company until he was promoted to the grade of Foreman and sent to take command of Engine Company No. 3.

His knowledge of iron-work made him a very valuable man in the district in which Engine No. 3 was located, for it contained the large warehouses along the water-front, all of which were secured by iron doors and shutters. When Commissioner Ennis resolved to organize Engine Company No. 31 for the better protection of property in the Twenty-sixth Ward, Mr. Ruddy was transferred to the command of the new company. His superiors regarded him as most valuable in the district in which he was and disliked to transfer his services. But for years he had had nothing but the hardest kind of work and his transfer to a less arduous post was favorably regarded by the Commissioner. While he was connected with Engine No. 7, a fire occurred in a photograph gallery in St. Ann's Building on Fulton Street. He was obeying the orders of the Chief Engineer to open up the building, when a large plate glass in one of the windows broke and in falling struck Mr. Ruddy's right wrist and severed the artery. At a factory fire in the "Old Glass House," on State Street in May, 1885, Mr. Ruddy was severely burned about the head, face and hands while rescuing Fireman James Fay, who by the force of an explosion of a naphtha tank had his skull fractured and his arm broken. In Dec., 1887, at a fire in the old Harper mansion on Clark Street at which two men were killed, Mr. Ruddy rescued two colored female servants from the third story. In Sept., 1891, at a fire at No. 42 Atlantic Avenue, he brought out a Swedish man from the building who was so nearly suffocated that he died soon after. At a fire in Ever's jewelry store, Dec. 28, 1891, he carried an aged Swedish woman, weighing two hundred pounds, down the fire-escape and saved her from being suffocated. In 1880, at a fire in the paint works, corner of Gold and Tillary Streets, an explosion occurred while Fireman McShane, a member of Mr. Ruddy's company, was in the building. Mr. Ruddy dashed into the building, in which another explosion was liable to occur at any moment, and brought out McShane, bruised and bleeding. Mr. Ruddy has been to every big fire which has occurred since his appointment.

Engineer JOHN MORAN was born in this country on Aug. 29, 1859. He is married and lives at No. 833 Kent Avenue. He was appointed a fireman Dec. 3, 1888, and has served with Engine Companies Nos. 6, 10, and 9. He was promoted to be an engineer March 12, 1892, and transferred to his present company.

WILLIAM T. CANNING, a first-grade fireman, was born in the Nineteenth Ward on Jan. 1, 1861. He is married and lives at No. 118 Division Avenue. He became a fireman April 2, 1885, and has done duty with Engines Nos. 13, 21, and 11. He was with Engine No. 21 when transferred to the new company. Mr. Canning is a life-saver. In 1860 at a fire in a tenement house at Wythe Avenue and Keep Street, he rescued a woman sixty years of age who lived on the second floor. At the burning of Stover's dry goods store, on South Eighth Street and Bedford Avenue, he saved Foreman Maguire, of Engine No. 11, from being killed, by pulling him away from the coping just as the walls

fell. At Dietz's lock works fire, at Wythe Avenue and Clymer Street, Mr. Canning was overcome by smoke. He has been present at every big fire which has occurred in the Eastern District in the last seven years, except the Church's soda works fire, and then he was on the sick list.

WILLIAM J. LYON was born in New York City, Aug. 12, 1869, and was appointed a fireman April 1, 1892, and assigned to the new company. His father was an old fireman in the New York Department, and was killed on Nov. 8, 1885, in discharge of his duty.

JOHN J. TOBIN was born in Gloucester, Mass., on Aug. 20, 1850. He is married and lives at No. 107 Skillman Avenue. Mr. Tobin was made a fireman June 15, 1885, and has done duty with Hook and Ladder Companies Nos. 4, 6, 7, and 8, and Engines Nos. 15, 16, and 21. He has been slightly injured twice during his term of service.

WILLIAM O'BRIEN, the driver, was born in Bristol, England, Oct. 27, 1853. He is married and lives at No. 438 Rockaway Avenue. He was appointed a fireman April 15, 1882, and since that time has done duty with Engines Nos. 5 and 7. At the fire at Harbeck's stores, July 19, 1882, at which fireman Robert McDougall of Truck No. 3 was killed and eighteen men were seriously injured, Mr. O'Brien was among the latter number, and had his right leg and two ribs broken. In 1885, while responding to an alarm of fire he was thrown from the tender and had his left leg broken. On a cold Sunday morning in January, 1892, a fire broke out in a laundry on Henry Street. A stout woman, who lived on an upper floor, had climbed out of the window and was hanging to the coping of a stable roof adjoining. Mr. O'Brien, then a member of Engine Company No. 5, as soon as a ladder was put up, was the first to mount it and rescued the woman from her perilous position, by dragging her up on the stable roof.

FRANCIS H. STRICKLAND was born in New York City, April 1, 1843. During the Civil War he served nine months with the 47th Regiment, and two years in the 176th Regiment, N. Y. Vols. He was an old volunteer fireman and ran with "Columbia" Engine No. 10. He is a member of the Veteran and Volunteer Firemen's Associations of the Western District. He was appointed to the new Department Feb. 18, 1879. He was assigned to Engine No. 10 and subsequently transferred to the fireboat, "Seth Low." He was afterward transferred back to Engine No. 10, where he remained until he became attached to his present company.

JOHN RAMSAY, the driver of the hose-cart, was born in Scotland, Feb. 7, 1862, and came to this country in June, 1865. He was a truck driver in New York City up to the time of his appointment, July 19, 1891, and was transferred from Engine No. 14 to No. 31. He is married and lives at No. 499 Bergen Street.

PETER B. CARNEY was born in this city, Sept. 28, 1850, and lives with his family at No. 13 Pleasant Place. He was made a fireman May 5, 1885, and has done duty with Truck No. 5 and Engine Nos. 9, 17, and 19.

MICHAEL J. MCGINN was born in Lowell, Mass., Sept. 17, 1852. He is a widower and lives at No. 33 South Sixth Street. When appointed, Aug. 1, 1875, he was sent to the Repair-yard, where he remained for two years and four months, and was then transferred to Engine Company No. 11, from which company he was transferred to No. 31. While with Engine No. 11 he was thrown from the tender and had his head severely injured.

PHILIP FREY was born in New York City on Christmas Day, 1863. He is a machinist by trade. He was appointed a fireman March 12, 1881, and assigned to Hook and Ladder Company No. 8, where he remained until No. 31 was organized.

HOOK AND LADDER COMPANY NO. 7.

Truck No. 7 is located on New Jersey Avenue, between Fulton Avenue and the Jamaica Plank Road. It was organized on Aug. 4, 1886, the day the town of New Lots was made a part of Brooklyn. The first home of the company was in a little two-story frame building on the Jamaica Plank Road near New Jersey Avenue, which was fitted up for temporary quarters. For nearly three years the company remained there, until the present fine structure was built and ready for occupancy. On the night before the law annexing New Lots to the city of Brooklyn went into effect, twelve tried and true men were delegated to go out to East New York and do service with the new truck company. Captain Peter Campbell, for many years in charge of Truck No. 3, was placed in command, and as he has often said since, he was surrounded by a force of men that seldom had an equal and never a superior in the Department. The hour of midnight announced to the men that their duty had begun. Provided with a new and perfectly equipped Hayes Truck and a spanking trio of horses, the men started out under the most favorable auspices. How well the trust reposed in them has been discharged is best attested by the esteem in which the men are held by the residents and tax-payers. There was of course some opposition to the Paid Department in the new ward, but it only came from the members of the Volunteer Fire Department. For a long time the latter had performed all the fire duty in the town and looked upon the work and attendant honor as theirs by right. But it did not take the residents and tax-payers long to appreciate the change for the better, and while they felt grateful to the volunteers for what they had done the introduction of the Paid Department of Brooklyn was hailed as a great boon, the effect of which has been felt since in the large number of houses that have been erected.

The territory covered by the company is a large, growing and important one. It includes all the Twenty-sixth Ward and the upper end of the Eighteenth Ward. The company responds to thirty-six first-alarm calls and to twenty on the second-alarm. Last year the company attended over 100 fires, the largest of which was in the dry goods and



HOOK AND LADDER COMPANY No. 7.

Horace C. Penson,

John J. Meagher, John Porter, Peter J. Haddock, John S. Gardner, Chas. E. Field,

John A. Langdon, Jas. J. Miller, Hugh Garrah, Chas. J. McLaughlin, John Dowd, John Hogarth, Peter J. Campbell,
Asst. Foreman, Foreman,

furnishers' house of Bourke & Ryan and the adjoining houses, with a loss of about \$100,000. Truck No. 7 was the first company at the scene, and owing to the hard and intelligent work performed by the men the fire was limited in its extent. Among the large and important structures in the ward are the car houses and terminal stations of the Kings County and Brooklyn Elevated Railway Companies, the car houses and freight depot of the Long Island Railroad Company, the Long Island Water Supply Company's plant, the House of the Good Shepherd, St. Malachi's House, and several large manufacturing concerns. The men of the company are well drilled and disciplined. Excellent time is made in hitching up and getting out to a fire. On several tests the "turn was done" in twelve seconds, although the horses necessarily have far to go on account of the length of the truck. Among the members of the company are many veterans in the business, together with a sprinkling of young men of brawn and muscle.

Foreman PETER CAMPBELL is one of the best-known men in the Department. He was born in New Orleans, La., on March 10, 1844. His parents, four years later, removed to this city. Peter attended the public and parochial schools of the Second Ward and at an early age was apprenticed to the hat trade. When old enough he joined the Volunteer Fire Department, becoming a member of old Engine No. 4, then located on High Street, where Engine No. 6 now lies. Later he served with Constitution Engine No. 6, stationed in Bridge Street. When the Paid Department was organized in 1869, he was one of the first men appointed and was assigned to Truck No. 3, on Concord Street. In 1883, when the civil service law went into effect, he was one of the first applicants to enter the examination for appointment as a Foreman. Out of a class of nearly thirty, he stood first in the list and was appointed on March 20, 1883. He was sent to command Engine No. 9, but only remained there a few months, when he was returned to Truck No. 3, to take charge of it. When the town of New Lots was annexed to Brooklyn, Commissioner Ennis selected Foreman Campbell to organize Truck No. 7, with which he has since remained. Since his residence in the Twenty-sixth Ward he has earned the respect of his neighbors and the business community. He is cool and self-possessed in time of fire and has frequently distinguished himself in the rescue of people from burning buildings. At a fire in Mr. Campbell's bakery at No. 75 Main Street, in 1881, he rescued a three years' old boy from the third story. He then returned to the burning building and took a woman and child out by way of adjoining roofs. On Jan. 12, 1880, he heard the cry of fire from a stable at the corner of Gold and Concord Streets. Responding to the call he found Mrs. Bridget Kelly enveloped in flames. He instantly divested himself of his overcoat and threw it around her. She was taken to the Long Island College Hospital, but she died a week later. Another occasion, when he took great chances with his own life, was in the rescue of Thomas Comesky, whom he carried from a burning building on Poplar Street,

near Henry Street, April 2, 1882. The fire broke out about midnight, but before Mrs. Comesky, the mother of the boy, could be got out, she was burned to death. For gallant service rendered at a fire in Silas Ilsen's tin factory at York and Adams Streets, in 1884, Foreman Campbell was personally complimented by Commissioner Partridge and the owner, and was made the recipient of an engrossed resolution reciting his gallant deed.

Assistant Foreman JOHN HOGARTH is an old fireman, although he has been in the present Department only since Feb. 16, 1887. He was born Nov. 26, 1852, in New York City, but went to live in the town of New Lots when a boy. He joined the Volunteer Fire Department of that town and was raised from a fireman to be the Chief Engineer of the Department, filling that important position when the town was annexed to Brooklyn. It will be seen therefore that he brought a ripe experience to his duties in the Paid Department and a thorough familiarity with the district in which he now serves. He first did duty in Engine No. 25; from there he was sent to Truck No. 7, where he has served since.

JOHN DOWD is an old and faithful fireman. He was born in Ireland on Feb. 12, 1848, but has long been a resident of this city. On Dec. 15, 1872, he was appointed a fireman. He has been at all the large fires and has met with several accidents while in the discharge of his duty. He was first assigned to Truck No. 2. Then he went to Engine No. 10, where he spent sixteen years. He served for a short time in Engines Nos. 17 and 2, in the order named, and when New Lots was annexed he was transferred to Truck No. 7, as an original member, and has continued to serve there.

JOHN A. LANGDON has been in the Department since Jan. 28, 1882, and in the days of the Volunteer Department he ran with Hose No. 6, of the Eastern District for ten years. He was born in New York City, March 23, 1838, but removed to this city before he attained his majority. During the war he was a mechanic in the Navy Yard. He has done duty in the following companies: three years in Engine No. 22, three years in Engine No. 16, and the rest of the time in his present place. He is a good fireman, well spoken of by his superiors and justly popular with his associates.

JAMES S. GARDNER was born in Meriden, Conn., Oct. 18, 1854. On Dec. 15, 1885, he was appointed a fireman and sent to Engine No. 6. He served eight months there and was then transferred to Truck No. 7, where he has been since. He is a man of fine build, as brave as a lion and well adapted to the calling he has chosen.

HORACE C. PENSON, the driver of the truck, was born in Baltimore, Md., in 1846. When the war broke out, although not of age, he joined a Maryland regiment of infantry and went to the front. When hostilities closed he came to this city. On July 1, 1885, he was appointed a fireman and assigned to Engine No. 18. He remained there

for a year, and when Truck No. 7 was organized, was transferred to it. He is a skilful driver, devotedly attached to his horses, and takes pride in keeping them in a spick and span condition.

JAMES J. MILLER is a thorough Brooklynite. He was born here and has always lived here, and says he will die here. He was born in 1864 and was appointed a fireman on Sept. 21, 1887. Since his connection with the Department he has served respectively as a member of Engine No. 19, Truck No. 5 and Truck No. 7. Before being a fireman he was engaged in the milk business.

JOHN PORTER, the oldest member of the company in years, has been a member of the Department since March, 1888. He has a good war record as well as a good fire record. He was born in London, England, in 1845, but came to this country when a boy. During the war he served with the 7th Reg't. Maine Vols., and later with the 7th U. S. Cavalry. For eleven months he was a private, but for bravery he was promoted to be a sergeant. He enlisted at the age of seventeen years and was present at many important engagements and was slightly injured at Cedar Creek. At the close of the war he returned to New York, and finally located in this city, where he became well known as a horseman. He has served as a member of Trucks Nos. 3 and 5, and from the latter he was transferred to Truck No. 7.

PETER J. HADDOCK was invested with a badge and uniform on Oct. 14, 1890, and possesses all the requisites of a good fireman. Cool, alert, and ambitious, he promises to make his mark in fire annals. He was born in Liberty, Sullivan County, N. Y., on July 29, 1865. He has only served with Truck No. 7.

HUGH GARRAH, one of the youngest and best men in the company, was born Aug. 1, 1866, in Ireland, and possesses all the agility and wit of the race. He settled with his parents in this city, and on Feb. 1, 1891, was appointed a fireman by Commissioner Ennis. He was assigned to Truck No. 7, where he has served since.

JOHN J. MEAGHER, another of the young men, was born in this city, Sept. 19, 1865, and was appointed a fireman March 23, 1891. Although a comparative novice, he can tell some of his older associates something about fire duty. Since his appointment he has been a member of Truck No. 7. Prior to his appointment he was a plumber.

CHARLES E. FIELD is the youngest member of the company in years and service. He was born in New York City, March 28, 1869, but since his boyhood days he has been a resident of this city. On July 17, 1891, when he was only twenty-two years of age, Commissioner Ennis appointed him from a high place on a large eligible list.

A new truck-company will be added to this district as soon as the house now under construction is finished. Hook and Ladder Co. No. 12 will then be organized and located on Madison Street, between Central and Hamburg Avenues.



JAMES WALSH, District Engineer Tenth District.

CHAPTER XVII.

COMPANIES OF THE TENTH DISTRICT.

DISTRICT ENGINEER JAMES WALSH.

BETWEEN THE WATER-FRONT AND THE ARISTOCRATIC PARK—RAPID GROWTH ALONG THE ELEVATED LINES—LIMITS OF THE TENTH DISTRICT—DISTRICT ENGINEER WALSH—TWENTY-THREE YEARS IN COMMAND OF ENGINE COMPANY NO. 8—ENGINE COMPANY NO. 1—THE PIONEER OF THE PAID DEPARTMENT—ENGINE COMPANY NO. 20—A HUNDRED FIRES IN ONE YEAR—ENGINE COMPANY NO. 28—CITIZENS COMMEND THEIR BRAVERY—HOOK AND LADDER COMPANY NO. 9—PROTECTORS OF THE FLEET AND FIGHTERS OF OIL FIRES.



VERAGING a mile in width and stretching out to a length of three miles, the Tenth District gives plenty of work to the four companies that are specially charged with its guardianship. It extends from Flatbush Avenue and Butler Street south to the city line at Bay Ridge, and is contained between Prospect Park, Windsor Terrace, Greenwood Cemetery and the easterly city line, and Gowanus Bay and Canal. The mention of these limits will indicate at once the varied character of the district from a fireman's point of view. The entire northerly section of the district consists of residences, except along the canal; and including as it does the newly and handsomely developed region along the borders of Prospect Park, it contains what are perhaps the most beautiful and costly of all the residences in the city. Through the heart of the district runs the Brooklyn and Union Elevated railroad, and this means that within the few years that this line has been in operation there has been a constant and rapid growth of building and population. Steadily has the fire duty here increased in importance and magnitude; and these are conditions that exact

untiring vigilance from a corps of fire-companies, who would find their enemy beyond their control if they relaxed their watchfulness in the least. The recent re-districting of the city for fire purposes has set apart for the new Tenth District so much of the old First District as was included in the territory covered by Engines Nos. 1, 20, and 28 and Truck No. 9, leaving in the new First District of the old guard only Truck No. 1 and Engine No. 2.

DISTRICT ENGINEER JAMES WALSH.

James Walsh is the District Engineer charged with the responsibilities of this district. To its duties he was recently transferred from the scene of his faithful labors of nearly a quarter of a century, where he had directed the fortunes and shared the dangers of Engine Company No. 8, on Front Street, in the Third District. There was little question as to the early promotion of an officer of his experience and long service with high rank; and when he came out second in the examination for promotion with a percentage of $78\frac{3}{4}$, following close on the heels of the leader in the contest, it was no surprise to any one that he stood so high in the competition and secured so surely the second of the five appointments that were given out in July, 1892.

Mr. Walsh was an old-timer in the fire business, by whatever standard he was measured. Born in Ireland, on Oct. 18, 1845, and making his home in Brooklyn since his youth, he early joined the Volunteer Fire Department, and served continuously with old Constitution No. 7, until the days of the Volunteer Department were numbered and the Paid Department in all its glory of reorganization was ushered in. At this time many old firemen were put to the test of merit, and so far as selection for the new Department was evidence of faithful work and demonstrated ability, those who received appointments had cause for satisfaction. In an eminent degree this satisfaction was enjoyed by James Walsh, for not only was he numbered with the elect who were taken into the new Department, but he was so highly esteemed for the work he had done under the former auspices as to be made at once a Foreman under the new *régime*, and was assigned to the command of Engine Company No. 8, of which he has been the captain ever since, to the great satisfaction of his men and his superiors. So long a service with one command, comprising the entire period of the company's history, has identified him with No. 8 inextricably, and the record of No. 8 is the record of Foreman James Walsh. The honorable career and the excellent condition of this company are the monument of its admirable commander. He not only has successfully directed its work in fire-fighting, but he has himself shared the dangers to which he exposed his men. Twice during his term of service with the company has he been injured. The risk of firemen in handling fires where chemicals are among the combustibles was illustrated in his experience at a fire in the chemical works at Main and Water Streets on

May 10, 1881, when the bursting of a bottle of vitriol kept him at home for nearly three months with a badly damaged arm. And a few years before that, in 1875, he was seriously hurt when the butt end of a pipe struck him in the eye while he was leaning over a cornice directing the operations of his men. To get a bluff, brave man like Mr. Walsh, to whom the accidents of a fireman's life are a natural part of it and are lightly considered, to tell much of what *has* happened to him during twenty-three years of practical fire duty, is not very easy. It is pretty certain that his experiences would fill a very interesting book; but he does not want too many of them to go into this book, and nothing further can be said of him here than that he is regarded as a most admirable officer worthily filling an honorable position.

ENGINE COMPANY NO. 1.

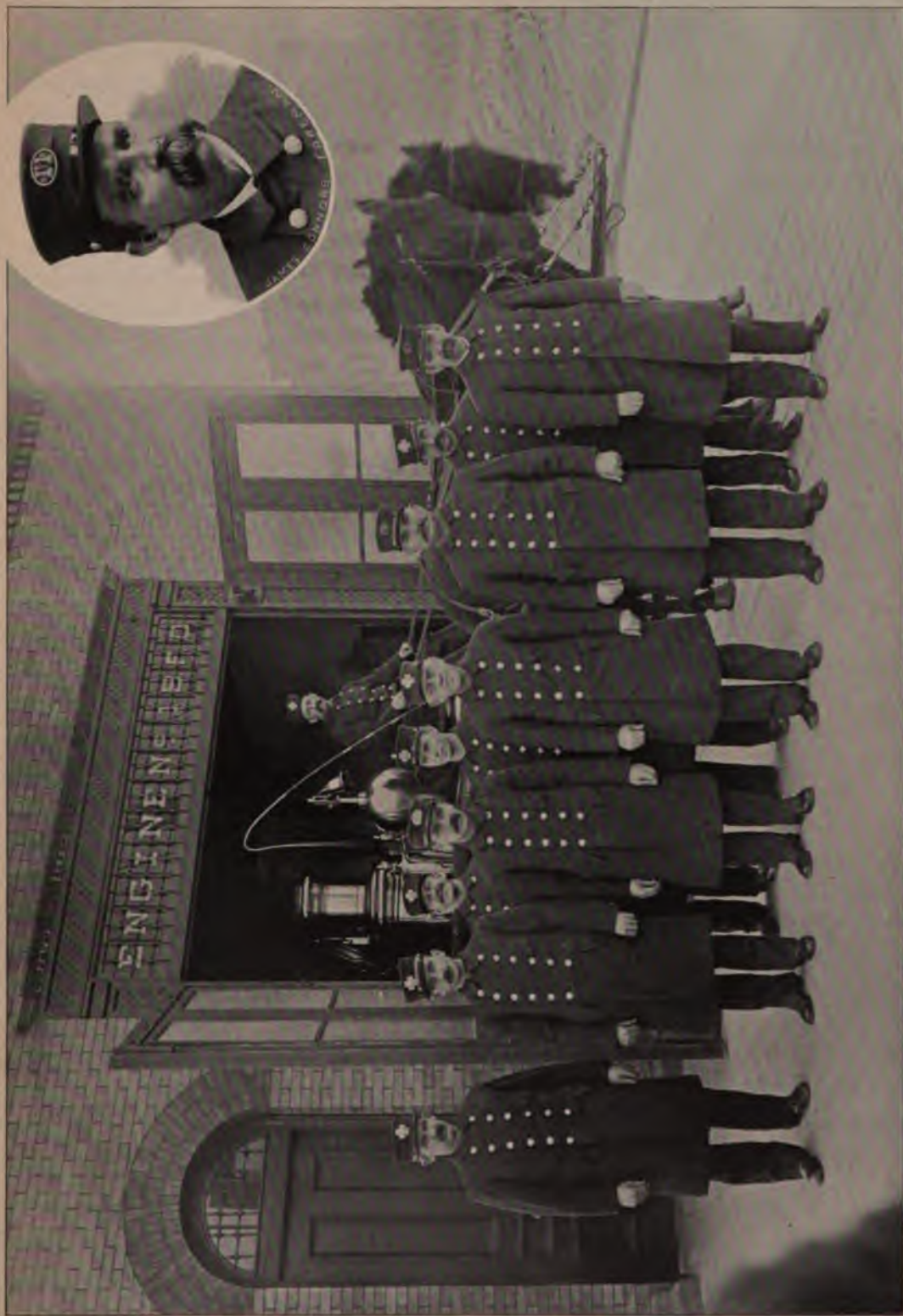
Engine No. 1, as its number indicates, was organized when the Paid Department came into existence. It was installed in the house on Fourth Avenue, between Eighteenth and Nineteenth Streets, which, prior to that time, had been occupied by Putnam Engine No. 21, of the Volunteer Department, and remained there until Aug. 20, 1891, when it was reorganized and moved to a new building of better design and more ample accommodations on Fourth Avenue, between Fifty-first and Fifty-second Streets. The building is of buff colored brick with trimmings of red sandstone, and is an ornament to the neighborhood. While there is little or no pretension to embellishment on the interior, it is neat and comfortable and well adapted to the purposes of the company.

In its early days this company had a large, but not a particularly populous district to cover. For the past ten or twelve years, however, building operations have been brisk, and where vacant lots and wooden dwellings were once numerous, there have been erected many fine large factories, public institutions, and apartment houses. Early in the year 1889 Commissioner Ennis was appealed to by the property owners and residents of the lower section of the Eighth Ward for better protection from fire. The district had grown wonderfully, and as a truck company was needed in the neighborhood the Commissioner took occasion to transfer the engine as soon as the house was completed and ready for occupancy. James Connors, who served as Foreman for several years, and was then Assistant Foreman of Engine No. 1, was placed temporarily in charge, and was subsequently promoted to a foremanship, and his place at the head of the company was made permanent. The district is bounded by Prospect Avenue, New Utrecht, Bay Ridge and New York Bay. Among the important buildings in the district are many large structures where machinery is used, including the electrical stations of the Brooklyn City Railroad Company, from which several lines of surface trolley cars are to be operated, the big factory of the United States Projectile Company, where the manufacture of shells for government guns is a specialty; the oil refinery of Bush &

Denslow, and the large paper manufactory founded by the late Robert Graves, several large factories where high combustibles and explosives are the output and stock in trade, the great storm shed of the South Brooklyn Terminal Company, and the ferry-house of the Thirty-ninth Street Ferry alongside. All these contribute materially to the possibilities of serious and disastrous conflagration within the limits of the bailiwick so creditably covered by Engine No. 1.

Since the reorganization of the company a few months ago it has had little chance to distinguish itself, but what duty it was called upon to do was performed satisfactorily. It was in its early days and while in the old quarters that the company won praise for valiant services. It was a tradition that "Engine No. 1" was always first at a fire, and the last to leave and did the most effective service. The engine was formerly in the service of No. 9. It is a second-class Amoskeag, and while yet in perfect condition was one of the first brought into the Department. The tender, or hose-carriage, is one of the "old originals," and is equal to the emergencies that beset its path. "Harry," "Jim" and "Jerry" are the engine pets that speed their way to fires. Their intelligence and affection are not to be overlooked. They require no urging or driving, when the noisy, clanging gong denotes a conflagration and summons No. 1 in haste to the foremost line of duty.

Foreman JAMES CONNORS was born in Brooklyn, Aug. 8, 1844. His appointment, made Sept. 15, 1869, places him among the oldest and most reliable members of the Department. In his youth, through the medium of the Volunteer Department, he was enabled to satisfy an ambition for fire-fighting. When old enough he became actively identified with Hose No. 14, which was then quartered in Ninth Street near Third Avenue. Here he speedily earned promotion to Assistant Foreman, a position he held until the advent of the Paid Department, of which he became a member. The rapidity with which Foreman Connors forged ahead in his new place, and the events of his period of duty, confirm the adage that "a good man cannot be kept down." On Jan. 23, 1872, in recognition of faithful and earnest work, he was elevated to the rank of Foreman, though only to be reduced to the ranks seven years later by an act of the Shannon-Ryan Commission. The following year his worth was again proven by his reinstatement as Foreman, but on Oct. 21, 1881, among others he suffered another reduction to the ranks. For six years thereafter he continued as a private. When the position of Assistant Foreman was created he was one of the first men appointed by Commissioner Ennis, being fourth on an eligible list of over fifty. This occurred March 1, 1887. Under the same official he worked his way back to his old post, his advancement taking place June 9, 1891. Foreman Connors, like many other veterans of the Department, has had more than one narrow escape from instant death, besides sustaining bodily injuries several times. At the big fire which demolished the extensive warehouse



ENGINE COMPANY No. 1.

- | | | | | |
|---------------|------------------|------------------|-------------------|-----------------|
| Geo. Sprague. | Alex. F. Norton. | Sam'l T. Irwin. | Thomas F. Nolan. | Wesley Sprague. |
| | Robert Stack. | John J. Shannon. | Louis Fritschler. | James Connors, |
| | | | | Asst. Foreman, |
| | | | | Foreman. |
| | | | | Henry Platt, |
| | | | | Asst. Foreman, |

buildings of Woodruff & Robinson in 1872, he was stationed in front of the building, when ordered to the rear. He had hardly reached there when the front of the structure fell in with a thunderous crash, almost upon his back. At the same conflagration he ascended a ladder which rested on an insecure shed, part of an adjoining building. Several firemen also climbed the rungs. They had just thrown a stream on the roaring flames when a creaking sound below attracted the attention of the men. They had scarcely turned their heads to learn the cause of the noise when the roof gave away leaving a small patch secure enough to keep the ladder and its imperilled occupants from being precipitated into the ruins, which meant a horrible death.

Assistant Foreman HENRY PLATT was born in New York City, May 22, 1856, was appointed a fireman April 1, 1885, and assigned to Truck No. 1. Later he was transferred to the fire-boat "Seth Low." On Feb. 13, 1892, he was made an Assistant Foreman and assigned to Engine No. 1, where he has served creditably since. With others the last big fire in Pratt's Oil Works, Greenpoint, saw him detailed for ten days by his superior to guard the ruins against a fresh outbreak. It proved his longest and most eventful period of out-door duty since he joined the Department.

Engineer ROBERT STACK was born in New York City, March 14, 1862, and was appointed July 1, 1885. His first duties in the Department were performed as a fireman on Engine No. 28. He was made Engineer Feb. 10, 1891, and his transfer to Engine No. 1 occurred when that company moved into its present quarters. Engineer Stack sustained painful injuries at a fire on Conover Street, near William, in the winter of 1888, by accidentally falling from a two-story window to the street. The mishap confined him to his bed for two weeks.

GEORGE SPRAGUE, Assistant Engineer of Engine No. 1, was born Jan. 14, 1846. He received his appointment April 1, 1890, and became a member of Engine No. 6, receiving his promotion as stoker sixteen days later. From Engine No. 6 he was transferred to Engine No. 28, upon the organization of the latter, and reported for duty to Engine No. 1, the day it located in its present place. Mr. Sprague enlisted in the Navy on April 12, 1863, and received his discharge April 13, 1865. He arrived in Washington on the night Lincoln was shot. His two years of service were put in on board the government dispatch vessel "Cactus," which is to-day doing duty in the Federal Lighthouse Service.

ALEXANDER F. NORTON was born in New York City, March 7, 1863. He was appointed Oct. 14, 1890, and was assigned to Truck No. 1. He was transferred to Engine No. 1 Aug. 20, of the following year.

WESLEY SPRAGUE, a son of George Sprague above, was born Dec. 28, 1868. His appointment was made Jan. 31, 1891. He first reported for duty to Engine No. 28, and has been with Engine No. 1 since it has occupied its present house.

THOMAS F. NOLAN was born at Fort Hamilton, July 2, 1864. He was appointed July 15, 1889, and began his fire career on Truck No. 5. On April 17, 1890, he was transferred to Engine No. 28, where he filled the position of driver. His connection with Engine No. 1, where he also handles the ribbons, began in 1891.

JOHN J. SHANNON was born in Ireland, July 9, 1867. He received his appointment March 12, 1891, and after serving on Engines Nos. 2 and 28 respectively, became attached to No. 1 in 1891.

LOUIS FRITSCHLER, who drives the hose-cart of Engine No. 1, was born in Baltimore, Md., in the year 1846. He served five years in the Fifth United States Artillery Band prior to his appointment in the Fire Department, which was on Aug. 6, 1883. He reported for duty to Truck No. 1. His transfer to Engine No. 1 occurred Jan. 24, 1884. A short stay with the latter organization was followed by an official order to join Engine No. 28, and in 1891 he returned to Engine No. 1.

ENGINE COMPANY NO. 20.

On Eleventh Street, between Seventh and Eighth Avenues, is located the well-appointed house of Engine No. 20. When the company was organized, in 1882, by Commissioner John N. Partridge, the house, then just completed, was looked upon as a model for comfort and convenience. It was the first of the fine quarters that now shelter several of the recently organized companies, and to Colonel Partridge more than any one else is due the credit for many of the innovations. The building is of brick, two stories in height, with a one-story extension for stables and storehouse. On the former is a lookout, from which fires can be seen for a long distance in every direction. The neighborhood is one of the finest in the city. It is within a block of Prospect Park, on an elevation and in a fast-growing section. When first organized the company was composed of a Foreman and eleven picked men, mostly from other companies. A fine new Amoskeag engine, with an improved tender and a trio of trained steeds were the pride of the members. Patrick Larney, a fireman of long experience, was the first Foreman. The district, at that time, was not as important as it is now. The company responded to only 42 first alarm calls and it was nothing unusual for it to go for two and three weeks without attending a fire. Not so now. It responds to 71 first alarm calls, and during the year 1891 did service at ninety-three fires, large and small. The district covered by the company is bounded by the city line, Flatbush and Atlantic Avenues, Gowanus Canal, Greenwood Cemetery and Twenty-eighth Street. Within its confines are several large car stables, including the Brooklyn City stables, the Fifth Avenue stables, the Seventh Avenue stables, the Vanderbilt Avenue stables, the depot of the Prospect Park & Coney Island Railroad and the stables of the Smith and Jay Streets line. In addition to these there are many large factories and institu-



ENGINE COMPANY No. 20.

Thos. F. Ennis.

Jeremiah J. Delaney, Jas. T. Donohue, Geo. H. Fletcher.

Peter Farrell, Marcus Fitzgerald, Alex. J. Reekie, James T. Shannon.

David Roohe, Jas. Fitzpatrick, Rich. S. Heard, John W. Dunn.

tions. Among them are the mammoth works of the Ansonia Clock Company, William M. Brasher & Co.'s oilcloth factory, Somers Brothers' ornamental tin manufactory, also the Home for the Aged, and all the large business houses that line Fifth and Seventh Avenues.

The company, as now composed, is an excellent one. The men are quick, intelligent and conscientious, and have won encomiums from the Commissioner and Chief Engineer of the Department, besides the business men and residents of the district, for the way in which they have performed their duty. By prompt action on many occasions, disastrous fires have been averted. During the ten years of service of the company, there has not been what can really be called a big fire in that district. The nearest approach to this was the conflagration at the oilcloth factory of William Brasher & Co., where one of the members of the company, William Chinn, lost his life while going to the fire, and two others were injured. The company has rendered excellent service at large fires throughout the city. At the recent disastrous fire in Smith, Gray & Co.'s building it was one of the last to leave the scene. PATRICK LARNEY, the first Foreman, served for nearly five years, when he was retired.

MATTHEW FOHEY, who is now Foreman of Engine No. 28, was Larney's assistant and was placed temporarily in charge. He served in that capacity until July 1, 1889.

PETER FARRELL, the present Foreman, was born in the Sixth Ward, on the last day of Aug., 1850. In the days of the Volunteer Fire Department, when still in his teens, he was a member of Neptune Engine No. 3, located on Hicks Street, near Degraw. On June 1, 1874, he was appointed a fireman and served as a bell-ringer in the Sixth Ward tower, and for three years in the same capacity at the City Hall. He spent eleven years as a member of Engine No. 3 and from there went to Engine No. 17, where he remained six months. Then he was made a Foreman and assigned to Engine No. 10. After three years' active service in the latter company, he was transferred to his present post, which he has filled with signal ability. During his nearly eighteen years in the Department he has had several narrow escapes from death. In the Glass House fire on State Street, in 1885, he rescued a woman from the ruins. The walls fell and buried her with many others in the debris. After a hazardous effort, in which his own life was in danger, he brought the victim to the surface and was publicly thanked for his valor. At a fire in Casey's rosin factory, on Richard Street, he assisted in the rescue of two men who were entombed in the storehouse.

Foreman Farrell is surrounded by a capable company of men. He is known among firemen as one of the most considerate of captains, but at the same time as a strict disciplinarian. All he asks the men under him to do is to live up to the rules of the Department and do their duty. Men who shirk their duties find no quarter with him.

At the present time the company has no Assistant Foreman. **MARCUS FITZGERALD**, who served since his promotion in Feb., 1892, up to the middle of April, was transferred back to Engine No. 12, where he had served ten years as a private.

Engineer **DAVID ROCHE**, who has been a member of the company since its organization, was born in Ireland, in 1842, but came to this country when a boy. When the war broke out he joined the Confederate army and served with Company "A" Fourth Georgia Infantry, Dole's Brigade. He was a member of the Volunteer Fire Department, running with Hose No. 9. When that company was organized into Engine No. 8, he was made Engineer and continued as such until the organization of the Paid Department. He is the present Engineer of the company and is regarded as a superior mechanic.

JOHN W. DUNN has been a fireman since Aug. 6, 1883. He served as a member of Truck No. 1 for two years and was then transferred to Engine No. 20, where he has continued since. Dunn is a good fireman and is immensely popular with his associates. He weighs two hundred and twenty pounds, but is as active as a professional athlete, and like all stout men he is good-natured and fond of a joke. While going to a fire one dark night three years ago, he was thrown from the tender and received an injury to his hip that incapacitated him from duty for four months.

JAMES T. SHANNON was born in New York City, March 7, 1847. At the age of two he removed to this city, and has lived on Sixteenth Street ever since. He was appointed a fireman Sept. 15, 1878. He served successively in Truck No. 1 and Engines Nos. 1 and 4, until Engine No. 20 was organized, since when he has been a member of that company. He is the only member of the original company with it at present. In the days of the Volunteer Fire Department he was a member of Fourteen Hose and Engine No. 21.

GEORGE H. FLETCHER, after his appointment as a fireman on Feb. 1, 1884, served for fifteen months as a member of Engine No. 2 and for a short time with Engine No. 1. The remainder of the time he has been a member of Engine No. 20, of which he is stoker. Before becoming a fireman he was a machinist and brass-finisher.

JEREMIAH J. DELANEY has an enviable record as a fireman. He was appointed Nov. 1, 1883 and assigned to Truck No. 1, where he served for a year, and was then sent to Engine No. 20. He rescued a child from a burning building at Henry Street and Hamilton Avenue, and at the fire in Cobb's foundry in Feb., 1884, he had his ankle broken while assisting in the rescue of a man. On another occasion he suffered internal injuries from a fall while in the discharge of his duties. He served in the navy during the late war and was present at the taking of Mobile and also in the blockade of that port.

RICHARD S. HEARD, a brother of Veterinary Surgeon Heard of the Department,

was appointed a fireman Sept. 10, 1887, and has served continuously with Engine No. 20 since that time. He was born in Ogdensburg, N. Y., forty years ago, and before becoming a fireman was a veterinarian. He knows all about a horse, and the excellent condition in which the animals of Engine No. 20 are always to be found is evidence of his skill. He is a jolly bachelor and likes the life of a fireman.

THOMAS F. ENNIS was born July 29, 1865, in this city, and was made a fireman Feb. 1, 1887. He served for a year and a-half as a member of Engine No. 19 and was then transferred to Engine No. 20. He was a truck driver before being a fireman, and that he was a good one is attested by the fact that he is the present careful driver of his engine, and has never met with an accident. During the blizzard he rescued a woman from a snowbank on Seventh Avenue. But for his timely assistance she would have been frozen to death. Ennis comes of an old Brooklyn family.

JAMES T. DONOHUE has been a fireman a little more than a year, but in that time has shown that he is made of the right material. He was appointed March 12, 1891, and has performed duty only as a member of Engine No. 20. He is thirty-one years of age and a perfect athlete. Before becoming a fireman he was an iron-smelter.

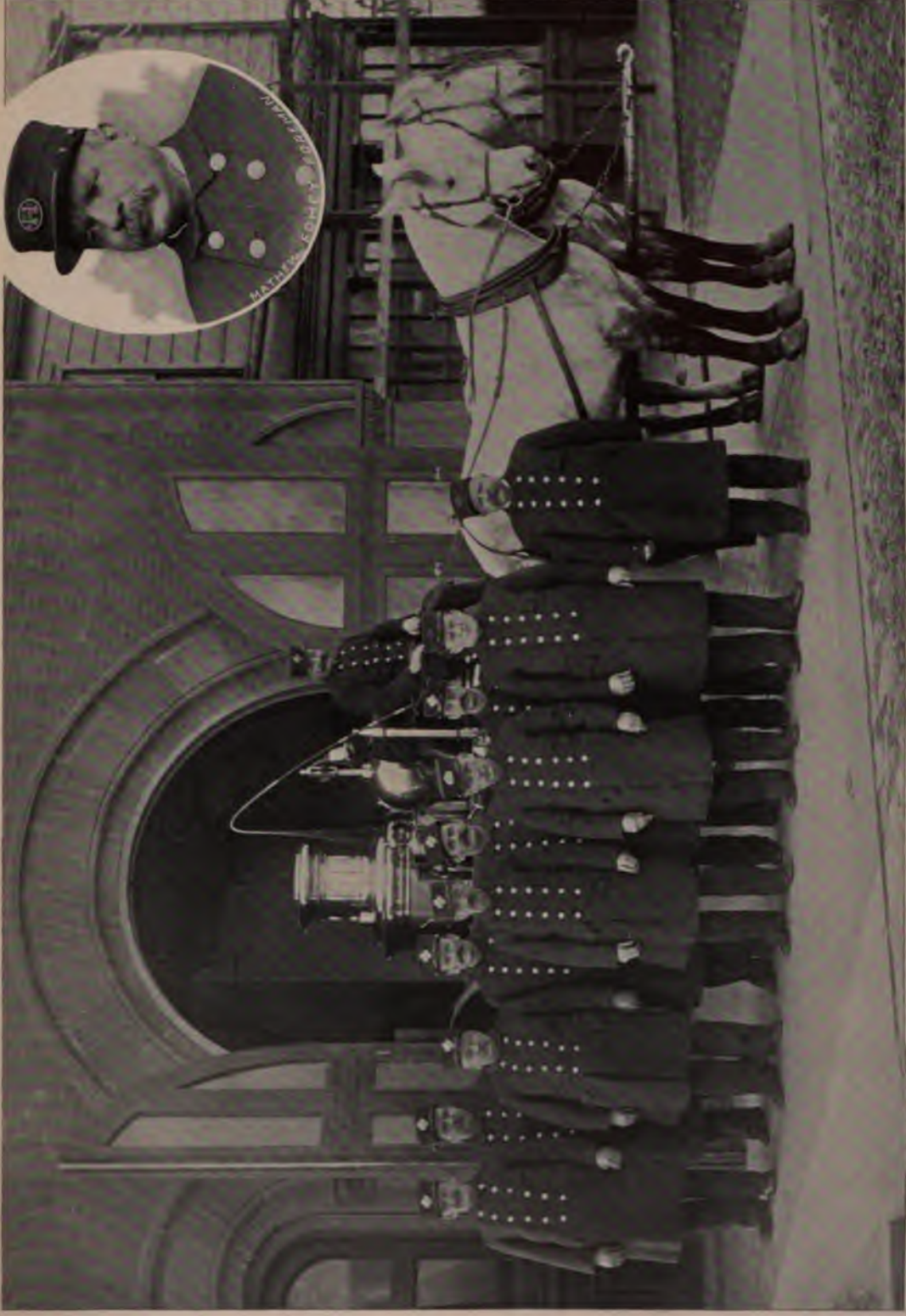
ALEXANDER J. REEKIE, the most recent acquisition to the company, was made a fireman March 23, 1891, and was a member of Truck No. 1 for eight months. In Oct., 1891, he was transferred to his present post, and in that short time has commended himself to his superior officers, by his intelligent devotion to duty. Before his appointment he was an engineer in the dry goods house of Wechsler & Abraham, the members of that firm signing his application and urging his appointment. He was born in Brooklyn on Jan. 17, 1858.

ENGINE COMPANY NO. 28.

Engine Company No. 28, located on Thirty-ninth Street between Fourth and Fifth Avenues, is one of the recent companies created by Commissioner Ennis, and was organized on April 17, 1890. The need of an engine in that locality was long felt by the residents and tax-payers, who were persistent in their appeals for protection. Several delegations called upon Mayor Chapin and the Commissioner, and pointed out the necessities for prompt action. They had facts and figures showing that the population of the district had doubled in less than three years, and that the number of new buildings erected in the Eighth Ward for the four previous years exceeded that of any other ward in the city. The nearest engine, No. 1, then at the corner of Fourth Avenue and Nineteenth Street, they claimed, was not enough to cover such a large, growing, and important manufacturing and residential district. In accordance with the general demand the Commissioner, by direction of the Mayor, leased the two-story brick building on Fourth Avenue between Thirty-seventh and Thirty-eighth Streets, and fitted it up as temporary quarters.

An apparatus formerly used by Engine No. 2 was pressed into service and with six experienced men from Engine No. 1, and six new men, under the command of James Connors, now Foreman of Engine No. 1, but at that time an Assistant Foreman, the new company was ready for business on the morning of April 17. In the meantime the site upon which the present house is located was purchased, and work on its erection began. On Dec. 30, 1891, the house was ready for occupancy and the company formally took possession. The building is of suitable design. It is built of brick, with brown-stone trimmings, two stories in height, and is especially adapted to the purposes for which it was erected. It contains all the modern improvements for the accommodation of the men, horses and apparatus, and is a model house in many respects.

The district covered by the company is an important one. It is bounded by Twelfth Street, Bay Ridge, Ninth Avenue and Flatbush and the New York Bay. Within its boundaries are many large manufactories, depots, institutions and handsome dwellings. Among them are the depot and stables of the Brooklyn City Railroad Company, of the Fifth Avenue line, of the Seventh Avenue line, of the Ninth Avenue line and the Culver depot, of the Jay, Smith and Ninth Streets line, the depot of the Brooklyn, Bath & West End Railroad Company, the terminal station and car houses of the Union Elevated Railroad Company, the large depot of the South Brooklyn Terminal Company, the Thirty-ninth Street ferry-house, the large wall paper manufactory of the Robert S. Graves Company, the Denslow & Bush oil factory, the Phoenix Oil Works, Arnott's Stores, the power station of the Brooklyn City Railroad Company, the factory of the United States Projectile Company, the works of the South Brooklyn Saw Mill Company and the mammoth building of the American Water Meter Company, besides many other large structures. In addition to these the large number of vessels that load and discharge their cargoes along the water-front brings the total amount of property to be looked after away up into the millions. Since the company was organized no large conflagrations have occurred in the neighborhood. Whatever work has fallen to the company has been performed with promptness, intelligence and fearlessness. During the year 1891, the company responded to nearly fifty first alarms, but fortunately the aggregate loss of property was only a few thousand dollars, and no lives were lost. The property owners feel perfectly secure, and are pleased with the good work performed by the company. They have sent several letters to the Commissioner and Chief Engineer commending the men for their bravery at fires and for their good deportment while not actively engaged. Since Engine No. 1 was transferred from its old quarters at Fourth Avenue and Nineteenth Street, to its new house on Fifty-third Street, it has relieved No. 28 of a large part of the lower end of the district. But from the way buildings are growing up in every direction, the time is not far distant when the two companies will have plenty to do and have one of the most important districts in the city to cover.



ENGINE COMPANY NO. 28.

Wm. J. Flaherty.

- | | | | | |
|-----------------|---------------------|--------------------|--------------------|-----------------|
| Chas. Ferris. | Cornelius Donovan. | John A. Callaghan. | Frank B. Charlack. | Matthew Fohey. |
| Sam'l T. Irwin. | Michael Cunningham. | John Meddis. | John Begley. | James Cummings. |
| | | | | Asst. Foreman. |
| | | | | Foreman. |



Exceptionally good time is made by the company in getting to a fire. Seven seconds is the average time for getting out of the house on an alarm, but this time has been beaten repeatedly. The men take an especial pride in the company horses "Tom" "Dick" and "Harry." The two latter are a team of iron grays that run along with the engine as though it were a sulky. Assistant Foreman Connors remained in charge of the company until he was appointed a Foreman and assigned to Engine No. 1. His place was taken by the present Foreman on June 1, 1891, the day Connors was made a Foreman.

Foreman MATTHEW FOHEY had been in charge of Engine No. 20 for three and a-half years and brought with him to his new command a long and varied experience. He was born in Ireland, June 24, 1849, and came to this country when a boy, settling in the Twelfth Ward of this city. After pursuing the trade of a carpenter for some years he was made a fireman on June 20, 1878, and assigned to Engine No. 3, on Hicks Street. There he served for a short time, and then was transferred to Engine No. 2. He remained with the latter until he was made an Assistant Foreman and assigned to Engine No. 20, on Eleventh Street. He was in charge of the company for a long time on account of the disability and subsequent retirement from the Department of Patrick Larney, the Foreman. Foreman Fohey has a good record as a fireman. While a member of Engine No. 2, he assisted in the rescue of a woman from a burning building in Hamilton Avenue. He also assisted in the rescue of a child at a fire in Court Street. At a fire in one of the large warehouses at the Atlantic Dock, he, with other members of his company, was on the roof; suddenly it began to sway, and they were obliged to flee for their lives. Just as they reached the ground—in less than half a minute—the roof fell in with a fearful crash. It was a close call, and an experience that Foreman Fohey and his comrades will long remember. He has had many similiar experiences, and could, if he would, fill a large sized book with stirring incidents of his life since he donned a uniform. In build, Foreman Fohey is of about the average height and of a sturdy figure. He is never happier than when he has something to do, and goes about a fire as a machinist would go about a lathe. He is highly esteemed by the men who have served under him, and enjoys the respect of his superior officers, who have long looked upon him as a careful and clever man even under adverse circumstances. A strict disciplinarian, in the sense that he exacts faithful duty from every man in his company, those under him know what to do and do it willingly.

Assistant Foreman JAMES CUMMINGS is a young man who entered the Department with a determination to make a record. He was born in this city, April 18, 1863, and was appointed a fireman on April 2, 1885, sixteen days before his twenty-second birthday. After serving for about a year between Truck No. 1 and Engine No. 2, he was transferred to Engine No. 20, where he remained until June 1, 1890, when he was made

an Assistant Foreman and sent in that capacity to Engine No. 28. From all accounts he fills the bill well, and is looked upon as capable of directing a company under any circumstances. His name is inscribed on the roll of honor for heroic services.

Engineer JOHN BEGLEY is a veteran fireman and a thorough mechanic. He is one of the few remaining men who entered the Department at its organization, and before that he served as a volunteer in the old Department. He was born Jan. 15, 1845, and before becoming a fireman, in 1869, was an engineer and steam-fitter. During his long years of service he has been a faithful and earnest worker, and is the originator of the appliance for keeping steam in an engine at all times. He has also invented other improvements in the shape of gauges, cocks, exhaust valves, and steam indicators. Engineer Begley has done service in several companies. At one time or another he has served in Engines Nos. 1, 2, 3, 4, 15 and 28. He was the engineer of Engine No. 1 for ten years previous to the time that Engine No. 28 was organized, when, at his own request, he was transferred to that company.

Assistant Engineer JOHN A. CALLAGHAN was born in this city, June 4, 1852, and on Dec. 27, 1882, was made a fireman and assigned to Engine No. 1, where he served until transferred to Engine No. 28 last November. He is a man of fine physique, a good fireman, and immensely popular with his associates. At several fires he has distinguished himself for coolness and bravery.

JOHN MEDDIS was born in Ireland, May 15, 1850, and was appointed a fireman on Sept. 15, 1882. Since that time he has served respectively as a member of Engines Nos. 19, 4 and 1, and was sent to No. 28 at its organization. He has received favorable mention for assisting in the rescue of two lives at fires.

MICHAEL CUNNINGHAM, although the oldest member of the company in point of years, has the appearance and the bearing of a younger man. He was born in Ireland on Feb. 9, 1844, and started for this country to make a name and fortune. Shortly after his arrival here the war broke out, and he was one of the first to enlist and go to the front. He served in both the army and navy. On June 20, 1882, he was appointed a fireman and assigned to Engine No. 9. For some time he was detailed to the repair shop as a painter, a trade he pursued before his connection with the Fire Department. He subsequently served as a member of Engines Nos. 19 and 20, being one of the first men selected for the former when it was organized. Later, when Engine Company No. 28 was established, he was assigned to that and has been a member of the company since.

JOHN H. FARRELL was born in the Twelfth Ward of Brooklyn on Feb. 11, 1863. He was made a fireman on Jan. 2, 1889, and has been a member of Engines Nos. 5, 2, 26, and Truck No. 2. In Feb. 1892, he was transferred to Engine No. 28, where he has served since.

FRANK B. CHARLOCK first saw the light of day in New York City on July 23, 1863. His family moved to this city when Frank was a boy, so that he is an out-and-out Brooklynite. He had long desired to be a fireman, and on July 30, 1889, his ambition was gratified by his appointment at the hands of Commissioner Ennis. He was in the front rank of a large civil service list. For a short time he served as a member of Engine No. 1, and was sent to No. 28 when it was organized. He is a good fireman, and enjoys the respect of his colleagues.

GEORGE A. FREETH was born on Sept. 6, 1865, and was appointed a fireman on April 16, 1890. The day following, Engine Company No. 28 was organized. He was sent there, so that he has done all his fire duty in Gowanus. Although a comparative novice he has performed duty that is highly creditable.

SAMUEL T. ERWIN, for the short time he has been in the Department, has shown that he is made of the right material for a fireman. He was born on Aug. 8, 1859, and was appointed to the Department on July 17, 1891. He served for a short time as a member of Engine No. 1, and was then transferred to his present quarters.

HUGH LAFFERTY was appointed a fireman on March 31, 1892, and, although wearing a uniform only a few months, he has displayed the right qualities for good fire fighting. Born in this city, on Feb. 7, 1867, he knows Brooklyn thoroughly.

EUGENE MCCARTHY was born in New York City on April 3, 1866, and was appointed to the uniformed force July 1, 1892.

CHRISTOPHER D. BOYNE was born in Brooklyn on August 12, 1866, and his connection with the Fire Department began on July 1, 1892.

HOOK AND LADDER COMPANY NO. 9.

Hook and Ladder Company No. 9, located at Fourth Avenue and Nineteenth Street, on Aug. 20, 1891, took the place of Engine Company No. 1, which had been located there since the Paid Fire Department was organized. Up to that time that section of South Brooklyn known as Gowanus, and including the entire Eighth Ward and the lower part of the Twenty-second Ward, was without a hook and ladder company. Commissioner Ennis recognized that it was too important a section to be left without a truck, and organized a new company. He transferred Engine No. 1 to a new house on Fifty-third Street, and placed the new truck in the latter's old quarters at Fourth Avenue and Nineteenth Street. Part of the men from the old company went to the new quarters and the new men appointed were about equally divided between the two companies. Foreman Michael Quinn, who had been in charge of Engine No. 1, was placed in command of the new Truck, and James Connors, his assistant, assumed charge of the Engine Company. The section of the city covered by the truck company is a large and important one. It includes all the water-front property from the Hamilton Ave-

nue bridge down the bay as far as the New Utrecht line. During the winter months thousands of yachts are moored at the docks. In the past few years several large factories have been built in that region, including the immense wall paper manufactory of Graves & Co., the window-shade factory of Jay C. Wemple & Co., and the Terra Cotta Brick Trimming Company's factory. The oil works of Denslow & Bush are also located in the district. Firemen who have been in the Department for any length of time are familiar with the regularity and fierceness of the fires there. With the immense oil tanks and chemical retorts filled with the most inflammable material, explosions have been frequent and fraught with great dangers. In recent years, however, they are not so frequent. The Phœnix Chemical Works, at the foot of Fortieth Street, is also one of the places that requires eternal vigilance. Repeated fires have occurred there, and on many occasions the fire laddies of Gowanus have rendered yeoman service before the arrival of other companies. A more gallant company of men does not exist in the Department than those attached to Truck No. 9. Alert, fearless and conscious of their duty, they need no further incentive to do the perilous work allotted to them. In addition to the truck, a hose-carriage is kept at the house and is used for slight fires in the neighborhood. On account of the large hills it is sometimes difficult for engines to get to fires above Seventh Avenue. Truck No. 9 makes excellent time in getting to a fire. A spanking team of steeds is the pride of the company.

Foreman MICHAEL QUINN is one of the most fearless fire fighters in the Department. He is known as an excellent disciplinarian, and many young firemen who did their first fire service under him and have been promoted from the ranks, owe much of their success to his experienced advice and the knowledge of fighting fire inculcated by him. Foreman Quinn was born in Ireland, Aug. 10, 1842, but arrived in the home of the brave and the land of the free when a youngster. Before he attained his majority he used to frequent the house of the old Volunteer Engine Company, and always accompanied the men to fires. As soon as he became eligible, he joined Hose No. 9, and served for six years. On Dec. 25, 1869, he was appointed on the Paid Department, and assigned to Engine No. 1, located in the same house where he is now in command. For three years he served in the ranks, and on Sept. 25, 1872, he was made a Foreman and placed in charge of Truck No. 1, at Van Brunt and Seabring Streets. He remained there until Sept. 17, 1878, when through what is known as the "Shannon deal" in politics, he, with several other Foremen, was dismissed from the Department. Foreman Quinn was out for a year and a day, and was reinstated under Commissioners McLaughlin, Wafer and Brennan, and sent to Engine No. 1, where he remained until the engine was replaced last August by the present truck company of which he is still in command. During his long service he has frequently distinguished himself by acts of bravery. He has been complimented time and again by his superiors, and his name



HOOK AND LADDER COMPANY NO. 9.

Daniel J. Cahill,

John J. McGroonan. Chas. Ferris.

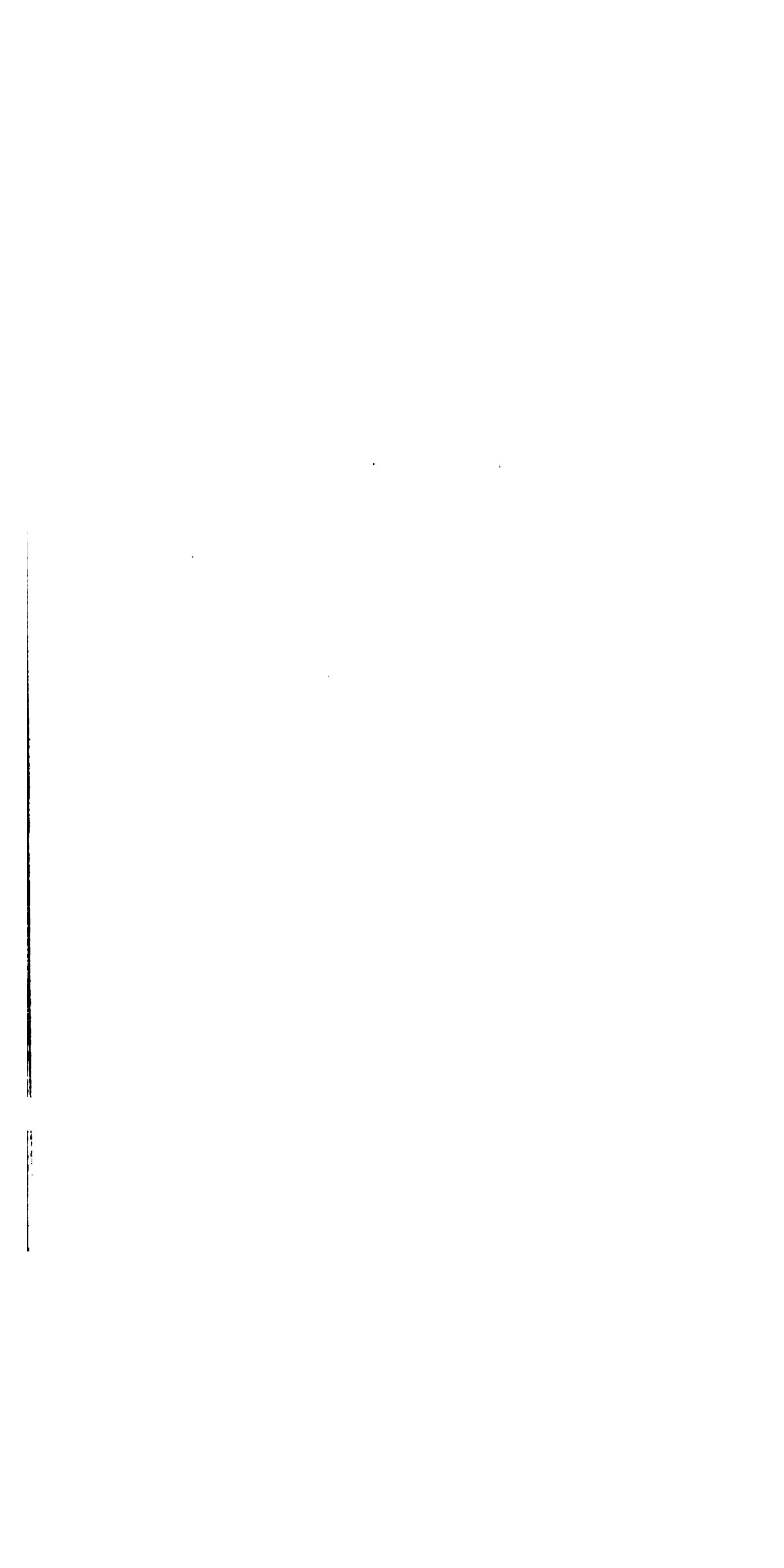
John Tierney. Robert English.

Michael Quinn, Stephen F. Gill, Hugh Riley, Cornelius D. Donovan, Patrick Minton.

Foreman. Ass't. Foreman.

James Langan. Thos. J. Hill.

John F. Mulligan. Michael L. Brosnan. Frank Stewart.



adorns the roll of honor. At a fire at Campbell & Thayer Linseed Oil Works on Front Street, some years ago, he was the last man to leave the building. A few seconds after he got all his men out, the roof fell in with a crash, and what might have been a fearful loss of life among his subordinates was happily averted. He is exceedingly kind and considerate with the men under his charge, but requires them to attend to their duties.

In the occasional absence of Foreman Quinn, Assistant Foreman STEPHEN F. GILL assumes command. Although but seven years in the Department, he has done as much real fire service as many veterans. His promotion to the rank of Assistant was well deserved, and was a tribute to a fearless and conscientious fireman, whose excellent record had long attracted the notice of the Commissioner. He was born in this city on Jan. 11, 1863, and attended the public schools. Early in life he conceived the idea of becoming a fireman, and although he engaged in mercantile business before he attained his majority, he never lost sight of the one object of his desire. The civil service law went into effect about that time, and young Gill, a perfect athlete, was one of the first to enter the competitive examination for the Fire Department. Out of a class of over one hundred, he was tenth on the eligible list. He was appointed a fireman on April 7, 1885, and after serving for a short time in different companies was assigned to Engine No. 26, on State Street, when that company was organized. For a short time he acted as driver, but asked to be allowed to do hose duty. On two occasions he distinguished himself by rescuing persons from fires at night. At a tenement house fire on Atlantic Street, between Hicks and Henry, he assisted in the rescue of six persons. On another occasion, unassisted, he carried a half-prostrate woman from the third story of a burning building in Bergen Street, near Third Avenue. In consideration of these and his record, he was made an Assistant Foreman on Feb. 13 of this year and sent to Truck 9, where he soon won the confidence of Captain Quinn and every man in the company.

In the company there are several old-timers who have grown gray in the service. Among them are JOHN TIERNEY, who was appointed March 15, 1871, but is just as spry as any of the younger men.

PATRICK MINTON was appointed Feb. 4, 1872. He has made application to be retired on half pay on account of rheumatism, superinduced by exposure and sudden changes incident to a fireman's life.

Another veteran fireman, and the oldest member of the company, is CHARLES FERRIS, who was appointed June 2, 1871, and has a first-class record. He was a plumber before he became a fire-fighter, and as good mechanics are needed in the Fire Department, he was detailed to mechanical work, but is attached to Truck No. 9, and reports there for duty every night.

HUGH RILEY, a brother of the late Sheriff Thomas Riley, is also a member of the

company. He was appointed a fireman Feb. 1, 1882, and after serving in several different companies was sent to Engine No. 1, seven years ago, and when Truck No. 9, superseded the former in the Fourth Avenue house, "Hughey," as his comrades call him, remained at the old stand.

There is also a number of new men in the company. Among them are DANIEL J. CAHILL, appointed June 15, 1887; ROBERT ENGLISH, appointed Dec. 24, 1887; JAMES LANGAN, appointed Oct. 15, 1887; JOHN J. MCGRONEN, appointed April 1, 1890; JOHN F. MULLIGAN, appointed July 21, 1890; THOMAS J. HILL, appointed Oct. 29, 1890; FRANK STEWART, appointed Nov. 16, 1891, and CORNELIUS DONOVAN, appointed Jan. 18, 1892. None of the new men has had a chance to distinguish himself, but it is not their fault. They are victims of circumstances which have not allowed them to show the sort of metal they are composed of. Although several of them are mere novices in the business, they go about a fire like veterans. Prior to his connection with Truck No. 9, Hill served for a short time as a member of Engine No. 19 and Truck No. 10; English was for two years a member of Engine No. 5. All the other new men were sent to Captain Quinn when appointed, and have only seen service in Gowanus.

Taken altogether, Truck No. 9 is a model company. Its quarters are beautifully situated in a healthy and fast growing section. The house is well kept, has all the latest improvements and appliances, and, above all, the officers and men enjoy the respect of the residents, who retire at night feeling that life and property can be safely intrusted to the gallant men of Truck No. 9.

Among the *attachés* of the Fire Department who have not been classified in the sketches heretofore printed in this volume are the following:—

MICHAEL REARDON, bell-ringer, was appointed to the Department April 2, 1885, and was assigned to Hook and Ladder Co. No. 6. During his service there he received an injury to his spine, and on his recovery was detailed to the Fourteenth Ward bell-tower, where he now does duty. He was born in Ireland, Dec. 1, 1859, and came to this country when he was four years old.

EDGAR COMBS is the latest addition to the bell-ringer's staff at the Fourteenth Ward tower. He was born in New York, Aug. 26, 1841, and came to Brooklyn when he was twenty-two years old. He was appointed a bell-ringer March 1, 1892.

GILBERT STEVENSON is in charge of the blacksmith-shop at the Repair-shops. He was born in Brooklyn, April 12, 1832, and was educated in the public schools of the city. He entered the Repair-shops in 1865, during the *régime* of the Volunteer Department, and acted as foreman of the blacksmith-shop until the Paid Department came into existence. He is still in the same employment.

PETER LUYSTER is one of the oldest employes in the Repair-shop. He was born at Oyster Bay, Queens County, July 26, 1833, and came to Brooklyn in 1855. He entered the Repair-shop as a wheelwright, June 1, 1862, and has served as such right along.

THOMAS MORRIS was born in Brooklyn in March, 1845, and was educated at St. James' Catholic School. On March 7, 1864, he entered the Volunteer Department and became a member of Union Engine Co. No. 5, remaining with that company until 1869, when the Department was disbanded. With the inception of the Paid Department he entered the Repair-shop as a blacksmith's helper, a position which he still holds.

ROBERT J. FUREY has served the Department for forty-two years. He was born in New York City, Oct. 22, 1831, and came to Brooklyn in 1840, and attended St. Paul's School. He entered the Fire Department in June, 1850, as a member of Neptune Engine No. 2. In 1865 he was appointed a bell-ringer, and served in the Sixth Ward and City Hall bell-towers. The Commissioners of the Paid Department transferred him to the Repair-shop, and since then he has worked at the carpenters' bench there.

PATRICK FARLEY was born in New York City, in 1852. He has passed thirty-seven years of his life in Brooklyn, and was educated at the Assumption School, in York Street. He entered the Fire Department in 1879, and was detailed to his present position as a wheelwright at the Repair-shop.

ROBERT W. FERRIER was born in Brooklyn, Oct. 29, 1859, and was educated at Public School No. 8. He entered the Department as a blacksmith's helper Jan. 1, 1884, and is now working there.

CATHARINE RALPH, the janitress at Fire Headquarters, is one of the oldest employees of the Department, her nearly twenty-three years of service having begun on Jan. 1, 1870, since which time she has had charge of the orderly condition of the office.

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ROSTER OF THE
BROOKLYN FIRE DEPARTMENT.

JOHN ENNIS, *Commissioner.*

WILLIAM D. MOORE, *Deputy Commissioner.*

THOMAS F. NEVINS, *Chief Engineer.*

Inspector :

CANICE CASSIN.

Fire Marshal :

BENJAMIN LEWIS.

Surgeons :

NATHANIEL A. ROBBINS, M. D.

JOSEPH E. SMITH, M. D.

Veterinary Surgeon:

EDWARD H. HEARD, M. R. C. V. S. E.

Superintendent of Telegraph:

PRESCOTT L. WATSON.

Assistant Inspector:

JAMES H. FLYNN.

Inspector of Telegraph:

JAMES T. WAFER.

Superintendent of Supplies:

JOHN MURPHY.

Superintendent of Repair-shop:

PATRICK NEVINS.

Superintendent of Bureau of Combustibles:

JAMES KELLOCK,
Foreman Detailed.

Foreman of Detailed Mechanics:

PETER W. BIRCK,
Foreman Detailed.

THOMAS F. NEVINS, *Chief Engineer,*

Appointed Nov. 12, 1870.

Assistant Chief Engineers :

JAMES DALE,

Appointed August 1, 1890.

JOHN H. PERRY,

Appointed February 1, 1892.

District Engineers:

JAMES DOYLE, First District,

Appointed July 1, 1885.

SAMUEL G. HEUSTIS, Second District,

Appointed July 18, 1892.

SAMUEL DUFF, Third District,

Appointed December 1, 1887.

JAMES CUNNINGHAM, Fourth District,

Appointed February 7, 1876.

JAMES MCGUIRE, Fifth District,

Appointed July 18, 1892.

WILLIAM A. GALLAGHER, Sixth District,

Appointed July 18, 1892.

JOHN J. FANNING, Seventh District,

Appointed July 1, 1885.

DENNIS MCGROARTY, Eighth District,

Appointed July 1, 1885.

WILLIAM MCCARTHY, Ninth District,

Appointed July 18, 1892.

JAMES WALSH, Tenth District,

Appointed July 18, 1892.

ROSTER—CONTINUED.

A.

ADAMS, JOHN,.....Engine No. 13
 Allcorn, Samuel,.....H & L " 11
 Allen, Stephen, (Foreman)....." " 6
 Allen, Wm. F.,.....Engine " 30
 Asmus, John,....." " 29

B.

BAILEY, PHILIP A.,.....Engine No. 16
 Begley, John, " " 28
 Beith, Andrew, Jr.,....." " 10
 Bennett, George W.,....." " 15
 Bennett, Joseph H., (Ass't. Foreman)... " " 25
 Berdan, Wm. H.,....." " 25
 Bishop, John,....." " 23
 Bixby, Charles H., (Ass't. Foreman)... H & L " 2
 Boerum, Edward,.....Engine " 22
 Boerum, Henry,.....H & L " 11
 Boland, Thomas,.....Engine " 11
 Bonner, William C.,....." " 16
 Bowers, Francis,.....H & L " 8
 Boyle, M. H.,.....Engine " 6
 Boylan, Andrew,....." " 17
 Boyne, Christopher D.,....." " 28
 Boyne, Daniel P.,.....H & L " 1
 Brady, Martin, (Ass't. Foreman).....Engine " 27
 Braisted, John R.,....." " 25
 Brennan, James, H., (Foreman).....Veterinary Dep't.
 Bridges, James,.....Engine No. 6
 Brinkman, H. A.,.....H & L " 5
 Briscoe, Joseph,.....Engine " 16
 Brown, William H.,....." " 16
 Brown, Charles E.,....." " 11
 Brown, Richard H.,....." " 21
 Burns, James, (Ass't. Foreman)....." " 3
 Burns, Samuel,....." " 8
 Burns, Thomas F.,....." " 3
 Burke, Clatus,....." " 22
 Burtis, Henry B.,.....H & L " 11
 Butler, James,.....Engine " 24
 Byrne, James H., " " 23
 Byrnes, James W.,....." " 16

C.

CAHILL, DANIEL J.,.....H & L No. 9
 Callaghan, John A.,.....Engine " 28
 Callaghan, John J.,.....H & L " 1
 Callen, William J.,Engine " 25
 Campbell, James B.,.....H & L " 6
 Campbell, Miles,.....Foreman.
 Campbell, Owen S., (Foreman).....Engine No. 29

Campbell, Peter J., (Foreman).....H & L No. 7
 Canning, William,.....Engine " 31
 Cantwell, John,....." " 27
 Carlin, Henry,....." " 25
 Carney, Peter B.,....." " 31
 Carney, John S.,....." " 21
 Carney, Edward F.,....." " 27
 Carroll, Peter H.,....." " 25
 Carroll, Patrick F.,....." " 29
 Cartwright, Peter, (Ass't. Foreman).... " " 11
 Casey, Edward,....." " 12
 Cassidy, James,....." " 9
 Charlock, Frank B.,....." " 28
 Cleary, Thomas, (Foreman)....." " 16
 Clunie, John,.....H & L " 6
 Coffey, Edward,....." " 5
 Collins, James J.,.....Engine " 30
 Collins, William E.,.....H & L " 10
 Condon, Michael J.,.....Engine " 7
 Conlon, Timothy F.,....." " 4
 Connell, James W., (Foreman)....." " 9
 Connell, John M.,....." " 6
 Connelly, Thomas P.,....." " 6
 Connelly, John,.....H & L " 6
 Connolly, Charles F.,.....Engine " 27
 Connors, James, (Foreman)....." " 1
 Conroy, Edward, (Ass't. Foreman). " " 6
 Constant, Silas, Jr.,....." " 24
 Cook, Anthony H.,.....H & L " 10
 Coppinger, Thomas S., (Ass't. Foreman) " " 10
 Corcoran, Martin, (Ass't. Foreman).... " " 5
 Costello, Charles E.,.....Engine " 23
 Cozine, James J.,....." " 25
 Creighton, Francis,....." " 10
 Cullen, James, (Ass't. Foreman)....." " 2
 Culkin, Thomas,.....H & L " 8
 Cummings, James, (Ass't. Foreman)....Engine " 28
 Cunningham, Cornelius,.....H & L " 6
 Cunningham, George,.....Engine " 23
 Cunningham, Michael,....." " 28
 Cunningham, William,....." " 18
 Curran, Francis,....." " 2
 Curran, William J.,....." " 24

D.

DAINS, WILLIAM F.,.....Engine No. 15
 Daly, John J.,.....H & L " 3
 Davis, Joseph,....." " 8
 Deegan, John J.,.....Engine " 27
 Delamater, Benjamin F.,....." " 22
 Delaney, Jeremiah J.,....." " 20

Delaney, Michael J.,.....	Engine No.	12
Dennin, William H.,.....	" "	7
Devine, William C.,.....	" "	5
Dobson, John F., (Foreman).....	" "	30
Dolan, Timothy,.....	" "	22
Dolan, William E.,.....	" "	8
D'Olier, William H.,.....	" "	5
Donnelly, Felix,.....	" "	12
Donnelly, Bernard F., (Asst. Foreman).....	H & L	11
Donohue, James,.....	" "	26
Donohue, John J.,.....	" "	7
Donohue, James T.,.....	" "	20
Donohue, William, (Foreman).....	" "	12
Donovan, Cornelius D.,.....	H & L	9
Donovan, John B.,.....	Engine	2
Dooley, John J., (Foreman).....	" "	26
Doran, Charles M.,.....	H & L	3
Doran, Thomas D.,.....	Engine	18
Dougherty, Charles H.,.....	" "	17
Dougherty, Edward,.....	" "	23
Dougherty, Patrick,.....	H & L	3
Dougherty, William,.....	" "	11
Dowd, John,.....	" "	7
Dowd, William F.,.....	" "	10
Ducharme, Napoleon,.....	Engine	21
Duddy, John,.....	" "	24
Duffy, Frank J.,.....	" "	17
Duhigg, Bryan,.....	" "	22
Dunn, John W.,.....	" "	20
Dunne, Martin J.,.....	" "	24
Dunne, Peter,.....	" "	2
Dwyer, John,.....	" "	26

E.

EAGAN, JOHN J.,.....	Engine No.	17
Egan, James J.,.....	" "	19
Egan, William H.,.....	" "	14
Eichhorn, Edward,.....	" "	17
English, Robert,.....	H & L	9
Ennis, John J., (Ass't. Foreman).....	Engine	30
Ennis, Thomas F.,.....	" "	20
Estes, Wayland A.,.....	" "	4

F.

FAGAN, CORNELIUS G.,.....	Engine No.	15
Farrell, George,.....	" "	17
Farrell, John W.,.....	" "	3
Farrell, John T.,.....	" "	14
Farrell, John H.,.....	" "	24
Farrell, John,.....	" "	9
Farrell, Peter, (Foreman).....	" "	20
Farrell, Thomas T.,.....	" "	6
Fay, James,.....	" "	7
Fee, John J., (Foreman).....	H & L	8
Feeney, John,.....	Engine	10
Fernald, Charles E.,.....	H & L	8
Ferris, Charles,.....	" "	9

Fickett, John K.,.....	Engine No.	13
Field, Charles E.,.....	H & L	7
Finn, Edward,.....	" "	3
Fitzgerald, Edward, (Foreman).....	Engine	14
Fitzgerald, John, (Foreman).....	H & L	3
Fitzgerald, Marcus, (Ass't. Foreman).....	Engine	12
Fitzpatrick, Edward J.,.....	" "	26
Fitzpatrick, James,.....	" "	20
Fitzsimmons, Edward, (Foreman).....	" "	19
Fitzsimons, John,.....	H & L	2
Flaherty, Thomas J.,.....	Engine	16
Flanagan, Bartley,.....	" "	4
Fletcher, George H.,.....	" "	20
Flood, John,.....	Engine	15
Flynn, Joseph P.,.....	" "	9
Flynn, James H., Jr.,.....	H & L	2
Fohey, Matthew, (Foreman).....	Engine	28
Foley, Maurice,.....	H & L	2
Foley, William,.....	Engine	22
Ford, Alfred,.....	" "	15
Fox, Hugh,.....	H & L	2
Fredericks, Charles A.,.....	Engine	9
Freeth, George A.,.....	" "	28
Freudel, Charles,.....	" "	18
Frey, Philip S.,.....	" "	31
Friel, Dan'l J.,.....	H & L	2
Friel, John,.....	Engine	9
Friel, James F.,.....	H & L	2
Friel, Michael, (Foreman).....	" "	2
Fritschler, Louis,.....	Engine	1
Fullerton, James J.,.....	" "	3
Furey, Charles A.,.....	H & L	1

G.

GALLAGHER, Hugh, (Foreman).....	H & L No.	4
Gallagher, HUGH J.,.....	Engine	26
Gannon, James, (Foreman).....	" "	10
Gardner, John S.,.....	H & L	7
Gardner, Russell G.,.....	" "	4
Gargan, Matthew J.,.....	Engine	12
Garrah, Hugh,.....	H & L	7
Garrity, Daniel J., (Foreman).....	" "	1
Geatons, James T.,.....	Engine	21
Geiger, Henry T.,.....	" "	15
Geischard, Isaac B.,.....	" "	15
Geraghty, James T., Jr.,.....	" "	4
Gibson, George,.....	H & L	11
Gillespie, John S.,.....	" "	2
Gill, Stephen H., (Ass't. Foreman).....	" "	9
Gillen, John,.....	Engine	8
Golden, Patrick J.,.....	H & L	8
Gordon, John H.,.....	Engine	3
Gordon, Michael J.,.....	" "	28
Gottlock, Henry,.....	" "	30
Graham, Patrick,.....	" "	25
Gray, Bernard,.....	" "	4

Green, Joseph,.....Engine No. 8
 Griffin, John J.,.....H & L " 11
 Grundman, Alfred E.,.....Engine " 11
 Gunning, Bartley,....." " 8
 Gurnell, George W.,....." " 6

H.

HADDOCK, PETER J.,.....H & L No. 7
 Hanley, Patrick,.....H & L " 1
 Hannavin, John A.,.....Engine " 24
 Hamilton, William,....." " 7
 Harrigan, George F.,....." " 3
 Harrigan, Patrick....." " 4
 Harrington, Thomas F.,.....Engine " 29
 Harris, William, H.,.....Ass't. Foreman.
 Hart, Frank P.,.....Engine No. 22
 Hauck, Louis T.,....." " 18
 Hart, Michael,....." " 3
 Haviland, James L. (Ass't. Foreman)... " " 22
 Head, Patrick,....." " 29
 Healey, Thomas, (Foreman).....H & L " 5
 Healey, William L.,.....Engine " 5
 Heard, Richard S.,....." " 20
 Heath, Charles, Jr.,.....H & L " 4
 Heath, John H.,.....Engine " 26
 Hecker, Peter,.....H & L " 11
 Heffern, Thomas,.....Ass't. Foreman.
 Heffernan, Michael J.,.....H & L No. 1
 Hellen, Henry M.,.....Engine " 29
 Hendrickson, Valentine,....." " 19
 Hennessey, George C.,.....H & L " 11
 Herling, Felix.....Engine " 17
 Hickey, John F.,....." " 29
 Higgins, William J.,....." " 19
 Hill, Thomas J.,.....H & L " 9
 Hineson, John,.....Engine " 16
 Hinton, John,.....H & L " 5
 Hogarth, John, (Ass't. Foreman)....." " 7
 Holmes, William H.,.....Engine " 13
 Howard, David,....." " 12
 Hoynes, Patrick, (Ass't. Foreman)....." " 19
 Hughes, John J.,....." " 29
 Hughes, Norman,....." " 13
 Hunter, Alfred G.,....." " 10
 Hurley, Daniel,....." " 12

I.

IRWIN, SAMUEL T.,.....Engine No. 1

J.

JEFFERS, JOHN H.,.....Engine No. 30
 Jeffrey, William F.,....." " 19
 Jennings, John W.,....." " 14
 Johnson, Arthur,....." " 7
 Johnson, Jerome R.,....." " 9
 Johnston, Alexander,....." " 27
 Jones, James N.,....." " 6

Jones, James S., (Ass't. Foreman).....Engine No. 29
 Jones, William H.,.....H & L " 5
 Judge, Michael F.,.....Engine " 3

K.

KAIN, DANIEL E.,.....H & L No. 4
 Kain, Thomas F.,.....Engine " 21
 Kane, John C.,....." " 30
 Kauffeld, Herman,.....H & L " 7
 Karcher, Edward,.....Engine " 9
 Keegan, John J.,.....H & L " 3
 Keenan, John,.....Engine " 6
 Keighler, George,.....H & L " 4
 Keighler, Henry M., (Foreman).....Engine " 13
 Kelly, John,.....H & L " 10
 Kelly, Michael J.,....." " 5
 Kelly, Patrick J.,.....Engine " 25
 Kemp, James,....." " 2
 Kennedy, Patrick,.....H & L " 4
 Kenniff, John J.,.....Engine " 19
 Kerrigan, James,.....H & L " 1
 Ketcham, Daniel R.,.....Engine " 22
 Keveney, John A., (Foreman)....." " 11
 Kilfoil, Thomas F.,....." " 14
 Kingsland, William F.,....." " 10
 Kirkpatrick, David, (Foreman).....H & L " 11
 Kraft, Quincy J.,....." " 8

L.

LAFFERTY, HUGH,.....Engine No. 28
 Lafferty, Patrick D.,....." " 5
 Lahey, James,....." " 6
 Lahey, Patrick, (Foreman)....." " 24
 Lamb, Richard C.,.....H & L " 2
 Lampert, George,.....Engine " 18
 Lane, Charles W. D., (Ass't. Foreman).. " " 15
 Langan, James,.....H & L " 9
 Langdon, John A.,....." " 7
 Lavigne, Alexis R.,.....Engine " 8
 Lavin, Patrick,....." " 18
 Lawlor, James,....." " 3
 Leavy, Christopher S.,....." " 21
 Leire, Andrew S.,....." " 19
 Leo, John J., (Ass't. Foreman)....." " 4
 Linden, Peter W.,....." " 12
 Long, John H.,....." " 19
 Love, Samuel A.,.....H & L " 7
 Lowery, Patrick H.,.....Engine " 4
 Lynch, Edward L.,....." " 12
 Lynch, Eugene J.,....." " 5
 Lyon, William S.,....." " 31

M.

MACKIN, JOHN,.....Engine No. 22
 Madole, Samuel,....." " 22
 Maguire, John J., (Ass't. Foreman)....." " 24
 Maguire, Henry F.,....." " 10

Maher, John F.,.....	Engine No.	12
Mahoney, John,.....	" "	2
Mallon, John, (Ass't. Foreman).....	" "	7
Malone, James A.,.....	H & L	5
Malone, Thomas,.....	Engine	4
Maloney, Henry W.,.....	H & L	10
Maloney, Michael J.,.....	Engine	26
Maloney, Patrick,.....	H & L	5
Mang, Christopher,.....	Engine	25
Manning, Frederic J.,.....	" "	5
Manning, John W.,.....	" "	9
Mapes, Henry A.,.....	" "	5
Marks, Michael,.....	" "	29
Martin, John J.,.....	" "	14
Matthews, George,.....	H & L	2
Matschke Bernard,.....	Engine	13
May, Edward J.,.....	" "	30
McArdle, James,.....	" "	18
McCaffrey, Thomas,.....	" "	21
McCann, Francis,.....	" "	7
McCarthy, Eugene,.....	" "	28
McCarthy, John J.,.....	" "	29
McCarthy, James C.,.....	" "	3
McCleary, William,.....	" "	16
McClymont, David H.,.....	" "	23
McCole, John, (Ass't. Foreman).....	" "	8
McConeghy, Charles,.....	H & L	6
McCormick, Joseph J., (Foreman).....	Engine	15
McCort, William H.,.....	" "	16
McCue, Thomas J.,.....	" "	11
McDonough, George W.,.....	" "	23
McDonough, Philip,.....	" "	17
McElroy, James H.,.....	" "	15
McFerley, Charles,.....	H & L	3
McGarry, James, J.,.....	" "	5
McGeary, George F.,.....	" "	6
McGinness, Michael, (Foreman).....	Engine	29
McGinness, Thomas,.....	" "	29
McGinness, Patrick F., (Foreman).....	" "	15
McGinn, Michael J.,.....	" "	31
McGrath, Patrick,.....	" "	27
McGregor, Charles,.....	H & L	3
McGronen, John,.....	Foreman	
McGronen, John J.,.....	H & L No.	9
McGuire, Bernard T.,.....	Engine	15
McGuire, Patrick, (Ass't. Foreman).....	" "	17
McKenna, John, (Ass't. Foreman).....	H & L	4
McKenna, Eugene J.,.....	" "	6
McKeever, John J.,.....	Engine	11
McKeon, Thomas F.,.....	" "	24
McKinney, Michael, (Ass't. Foreman).....	" "	9
McKinney, Dennis J., (Ass't. Foreman).....	H & L	1
McLarney, Francis,.....	" "	8
McLaughlin, Charles J.,.....	" "	11
McLaughlin, Patrick F.,.....	Engine	6
McNamara, Thomas,.....	" "	27

McNearn, Robert,.....	H & L No.	3
McVey, Daniel J.,.....	Engine	7
Meagher, Patrick J.,.....	" "	11
Meagher, John J.,.....	H & L	7
Meddis, John,.....	Engine	28
Miller, James J.,.....	H & L	7
Miller, Philip E.,.....	Engine	24
Mills, Edwin,.....	" "	12
Molloy, Francis H.,.....	" "	2
Molloy, George L.,.....	" "	3
Monnaville, Francis,.....	" "	2
Moran, Frank P.,.....	" "	17
Moran, John,.....	" "	37
Morgan, Moses,.....	" "	23
Morrissey, John,.....	" "	15
Muldary, James,.....	" "	7
Muldary, John J.,.....	" "	10
Mullaly, John J.,.....	" "	10
Mulleady, John,.....	" "	14
Mullen, Thomas J.,.....	" "	9
Mulligan, John F.,.....	H & L	9
Murphy, Martin J.,.....	Engine	26
Murray, Michael J., (Foreman).....	" "	25
Murray, James F., (Foreman).....	H & L	10
Murray, Patrick,.....	" "	6
Myers, William L.,.....	Engine	26

N.

NASH, THOMAS J.,.....	Engine No.	9
Neary, John T.,.....	" "	5
Nerney, William B.,.....	" "	9
Nichols, Charles, Jr.,.....	" "	23
Nolan, Thomas F.,.....	H & L	5
Norris, Charles W.,.....	Engine	13
Norton, Alexander F.,.....	" "	1
Norton, Edward J.,.....	Foreman	

O.

O'BRIEN, FRANCIS, S.,.....	Engine No.	21
O'Brien, John, (Ass't. Foreman).....	" "	16
O'Brien, John J.,.....	" "	13
O'Brien, William,.....	" "	11
O'Brien, William,.....	" "	3
O'Connor, Thomas F.,.....	" "	26
O'Hara, John F., (Foreman).....	" "	27
O'Keefe, David,.....	" "	6
O'Keefe, Michael,.....	H & L	6
O'Malley, Patrick,.....	Engine	5
O'Neill, Michael,.....	" "	5
O'Neil, Peter M.,.....	" "	24

P.

PADIAN, JOHN,.....	H & L No.	10
Paul, Henry J.,.....	Engine	11
Peacock, James M.,.....	H & L	1
Penson, Horace C.,.....	" "	7
Platt, Henry, (Ass't. Foreman).....	Engine	1

Pohlman, John,.....Engine No. 18
 Porter, John,.....H & L " 7
 Pownall, Eugene O.,.....Engine " 13
 Pratt, George W.,.....H & L " 4
 Pratt, John M.,.....Engine " 29
 Price, Charles, " " 18
 Pryor, James S.,..... " " 11

Q.

QUAYLE, FRANCIS J.,.....Engine No. 8
 Quinlan, Michael,..... " " 2
 Quinn, James H.,..... " " 8
 Quinn, Michael, (Foreman).....H & L " 9
 Quinn, Michael,..... " " 6

R.

RAMSAY, JOHN,.....Engine No. 31
 Reardon, Robert,..... " " 3
 Reardon, Michael,.....H & L " 6
 Reekie, Alexander J.,..... " " 1
 Reese, Henry,.....Engine " 13
 Reilly, Peter J.,..... " " 18
 Reilly, Thomas F.,..... " " 14
 Reilly, James,.....H & L " 1
 Reynolds, Hugh,..... " " 2
 Reynolds, Joseph R.,.....Engine " 7
 Rhodes, Leonard R.,..... " " 11
 Rieckenberg, Henry,..... " " 29
 Rikel, Charles E.,.....H & L " 3
 Riley, Francis,.....Engine " 6
 Riley, Hugh,.....H & L " 9
 Riley, James,.....Engine " 7
 Roach, Michael,.....H & L " 2
 Robb, Arthur T.,.....Engine " 25
 Roberts, James, (Foreman)..... " " 7
 Roberts, Lester A.,.....H & L " 10
 Roche, David,.....Engine " 20
 Rogan, Michael F.,..... " " 3
 Rogers, George,.....H & L " 4
 Rogers, William C., (Ass't. Foreman).....Engine " 13
 Rorke, Daniel J.,.....H & L " 2
 Rourke, Bernard,.....Engine " 12
 Ruddy, Charles D., (Foreman)..... " " 31
 Ruddy, Neil F.,..... " " 24
 Russell, Joseph C.,..... " " 3
 Ryan, David,..... " " 21
 Ryan, James J.,.....H & L " 1
 Ryan, George J.,.....Engine " 28
 Ryan, John M.,..... " " 5
 Ryan, Timothy,..... " " 7
 Ryan, William A.,..... " " 7

S.

SCANLON, JOHN F.,.....H & L No. 11
 Shannon, James T.,.....Engine " 20
 Schiebel, William,..... " " 8
 Schulz, Charles,..... " " 14

Schulz, Louis,.....H & L No. 5
 Shannon, John J.,.....Engine " 2
 Shaughnessy, Edward,..... " " 10
 Shaw, Christopher F.,..... " " 9
 Shaw, William H.,..... " " 4
 Shay, Charles, (Ass't. Foreman).....H & L " 3
 Shea, Thomas P.,.....Engine " 2
 Sheridan, Alexander J., (Ass't. Foreman) " " 14
 Short, Michael J.,.....H & L " 4
 Shute, Eben H.,..... Foreman
 Silk, John,.....H & L No. 3
 Skidmore, William P.,.....Engine " 2
 Smith, Edward E.,.....H & L " 2
 Smith, Henry J.,.....Engine " 27
 Smith, John W., Jr.,..... " " 25
 Smith, James, (Foreman)..... " " 6
 Smith, James S., (Foreman)..... " " 4
 Smith, James,.....H & L " 4
 Smith, John,.....Engine " 4
 Smith, Martin J.,.....H & L " 6
 Smith, Owen,..... " " 2
 Snetten, Elisha,.....Engine " 27
 Snow, Albert W.,.....H & L " 6
 Snow, Frederick J.,.....Engine " 23
 Soden, Emmet, (Ass't. Foreman)..... " " 17
 Spaulding, John S.,..... " " 4
 Spillane, Francis C., (Ass't. Foreman).....H & L " 6
 Sprague, George,.....Engine " 1
 Sprague, Wesley,..... " " 28
 Stack, Robert,..... " " 1
 Stapleton, William J.,.....H & L " 4
 Stewart, Frank,..... " " 9
 Stothard, Charles,.....Engine " 30
 Stoop, Bernard L.,..... " " 26
 Strickland, Francis D.,..... " " 31
 Striffler, John,..... " " 21
 Sullivan, Patrick J.,..... " " 24
 Swanton, Dominick,..... " " 5
 Sweeney, Thomas,..... " " 14

T.

TAYLOR, ANDREW.....Engine No. 16
 Tennant, Andrew,..... " " 22
 Thomas, David S., (Ass't. Foreman)..... " " 5
 Thomson, Edwin A.,..... " " 15
 Thornton, John J.,.....H & L " 1
 Tierney, John,..... " " 9
 Tierney, William H.,.....Engine " 4
 Tilley, John G.,..... " " 30
 Tobin, John J.,..... " " 31
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Assistant Chief Engineers,	2
District Engineers,	10
Foremen, Ass't Foremen, Engineers, Firemen and Sundry,	618
Total	<u>645</u>

TRANSFERS IN THE FIRE DEPARTMENT, 1892,
 DURING THE PROGRESS OF THIS VOLUME.

- Feb. 3, Ass't. Foreman JOHN O'BRIEN from H. & L. No. 8 to Engine No. 16.
- Feb. 3, WILLIAM J. CURRAN from Engine No. 8 to Engine No. 24.
- Feb. 3, PATRICK J. SULLIVAN from Engine No. 24 to H. & L. No. 10.
- Feb. 3, Ass't. Foreman BERNARD F. DONNELLY from Engine No. 16 to Engine No. 12.
- Mar. 11, Foreman CHARLES D. RUDDY from Engine No. 3 to Engine No. 31.
- Mar. 11, JOHN J. MCKEEVER from Engine No. 11 to Engine No. 31.
- Mar. 11, PETER B. CARNEY from Engine No. 19 to Engine No. 31.
- Mar. 11, PHILLIP FREY from H. & L. No. 8 to Engine No. 31.
- Mar. 11, MICHAEL J. MCGINN from Engine No. 11 to Engine No. 31.
- Mar. 11, WILLIAM O'BRIEN from Engine No. 5 to Engine No. 31.
- Mar. 11, FRANCIS H. STRICKLAND from Engine No. 10 to Engine No. 31.
- Mar. 11, JOHN J. TOBIN from Engine No. 16 to Engine No. 31.
- Mar. 11, WILLIAM T. CANNING from Engine No. 21 to Engine No. 31.
- Mar. 11, JOHN RAMSAY from Engine No. 14 to Engine No. 31.

- Mar. 11, JOHN MORAN from Engine No. 10 to Engine No. 31.
 Mar. 31, B. A. MATSCHKE from H. & L. No. 8 to Engine No. 13.
 Mar. 31, JOHN J. MCKEEVER from Engine No. 31 to Engine No. 11.
 Mar. 31, HERMAN WEIGEL from Engine No. 18 to H. & L. No. 8.
 Mar. 31, GEORGE LAMPERT from H. & L. No. 8 to Engine No. 18.
 April 1, PHILIP E. MILLER from Engine No. 5 to Engine No. 24.
 April 1, LEONARD R. RHODES from Engine No. 30 to Engine No. 11.
 April 27, Ass't. Foreman FRANK J. DUFFY, Engine No. 26, promoted to Foreman and transferred to Engine No. 17.
 May 4, Ass't. Foreman MARCUS FITZGERALD from Engine No. 20 to Engine No. 12.
 May 4, Ass't. Foreman BERNARD F. DONNELLY from Engine No. 12 to Engine No. 11.
 May 4, HENRY B. BURTIS from Engine No. 17 to H. & L. No. 11.
 May 4, JAMES W. BYRNES from H. & L. No. 2 to Engine No. 30.
 May 4, JOHN W. JENNINGS from Engine No. 30 to Engine No. 14.
 May 4, JOHN J. THORNTON from H. & L. No. 1 to Engine No. 20.
 May 4, JAMES WHALEN from Engine No. 12 to Engine No. 16.
 May 5, MICHAEL REARDON from H. & L. No. 6 to Engine No. 16.
 May 5, JOHN T. MAHER from H. & L. No. 6 to Engine No. 12.
 May 10, THOMAS MCCAFFREY from H. & L. No. 6 to Engine No. 21.
 May 10, NORMAN HUGHES from H. & L. No. 6 to Engine No. 13.
 June 30, JOHN H. FARRELL from Engine No. 28 to Engine No. 24.
 June 30, SAMUEL T. IRWIN from Engine No. 28 to Engine No. 1.
 June 30, JAMES J. COLLINS from Engine No. 30 to Engine No. 16.
 Aug. 10, Foreman EDWARD F. CONROY from Engine No. 3 to Engine No. 8.
 Aug. 11, Foreman JOHN A. KEVENEY from Engine No. 22 to Engine No. 11.
 Aug. 11, MICHAEL MCGINNESS from Engine No. 29 to Engine No. 13.
 Aug. 11, Ass't. Foreman JAMES S. JONES from Engine No. 27 to Engine No. 29.
 Aug. 11, MARTIN F. BRADY of Engine No. 17, promoted to Assistant Foreman and transferred to Engine No. 27.
 Aug. 13, THOMAS J. MCCUE from Engine No. 22 to Engine No. 11.
 Aug. 13, SAMUEL MADOLE from Engine No. 11 to Engine No. 22.
 Aug. 23, JAMES J. FULLERTON from Engine No. 7 to Engine No. 3.

PENSIONERS ON THE ROLL OF THE FIREMEN'S
INSURANCE FUND, 1892.

<i>Name</i>			<i>Retired for</i>	<i>Placed on roll</i>	<i>Am't Paid per annum.</i>
JOHN BENHAM,	Bellringer,		Infirmity,	Dec., 1879,	\$300
WILLIAM DOWD,	"		"	April, 1882,	300
PATRICK MURRAY,	Fireman,	Eng. 13,	"	Aug., 1883,	500
GEORGE F. STEWART,	"	Truck 2,	"	Feb. 1, 1884,	500
ADAM MARK,	"	Eng. 18,	"	Feb. 1, 1884,	500
CHARLES F. POUCH,	"	Eng. 5,	"	Jan. 1, 1885,	500
MICHAEL START,	"	Eng. 17,	"	Dec. 1, 1885,	500
THOMAS C. ORAM,	"	Eng. 22,	"	Dec. 1, 1885,	500
THOMAS MORAN,	"	Truck 2,	"	April 1, 1886,	500
JOHN KRUESCHER,	"	Eng. 18,	"	Aug. 1, 1887,	475
CHARLES McDONOUGH,	Foreman,	Eng. 22,	"	Sept. 1, 1887,	750
WILLIAM A. MINARD,	Dis't. Eng.		"	Oct. 1, 1887,	1000
WILLIAM E. BROADHURST,	Fireman,	" 16,	"	May 1, 1889,	400
HENRY C. CHESHIRE,	"	" 19,	"	Feb. 1, 1889,	300
WILLIAM J. CRAWFORD,	"	" 15,	"	June 1, 1889,	525
WILLIAM A. BEARDALL,	Foreman,	" 10,	"	Feb. 1, 1890,	850
THOMAS LEE,	Fireman,	" 10,	"	Feb. 1, 1890,	550
WILLIAM H. YOUNGS,	Ass't. Foreman,	" 22,	"	May 1, 1890,	650
JAMES McCORMICK,	Fireman,	" 8,	"	May 1, 1890,	400
JOHN W. SMITH,	Asst. Ch. Eng'r.	"	"	May 1, 1890,	2,000
WILLIAM GILFOY,	Fireman,	" 27,	"	Jan. 1. 1892,	550
THOMAS McKEEVER,	"	" 18,	"	Mar. 1, 1892,	550
JAMES V. RHODES,	"	Truck 4,	"	Mar. 1, 1892,	550
PATRICK MINTON,	"	1,	"	April 1, 1892,	550

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